

NWP 22-10/
FMFM 1-5

Maritime Prepositioning Force Operations



U.S. Marine Corps

PCN 139 000112 00



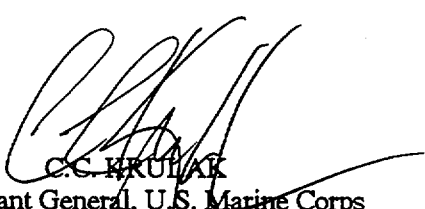
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NWP 22-10
FMFM 1-5

September 1993

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RECORD OF CHANGES

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PREFACE

NWP 22-10/FMFM 1-5, Maritime Prepositioning Force Operations, provides Navy and Marine Corps operational forces with information essential to planning and execution of MPF operations. Additionally, it addresses command responsibilities and organizational structure during each phase of an MPF operation to include its components and terminology. This publication represents a focal point from which further MPF doctrine, tactics, techniques, and procedures may be developed.

NWP 22-10/FMFM 1-5 is intended to provide general guidance for Navy and Marine Corps commanders and their staffs to effectively plan and execute an MPF operation. Further, it is the future basis for development of instructional material and curricula used by the Navy's Training and Education Center, Marine Corps Combat Development Command, and the Marine Corps University system.

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(PUBLICATION NUMBER / REVISION / CHANGE)

DATE: _____

LOCATION: _____

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TYPE OF CHANGE:

ADD _____

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FIGURE _____

EXACT CHANGE RECOMMENDED:

USE ADDITIONAL SHEETS IF NEEDED. GIVE VERBATIM TEXT CHANGES. IF FIGURE IS TO BE ADDED, SUPPLY ROUGH SKETCH OR IDENTIFY SOURCE. IF FIGURE IS TO BE CHANGED, INCLUDE A MARKED UP COPY OF EXISTING FIGURE.

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(CLASSIFICATION)

FM ORIGINATOR
TO COMNAVSURFLANT NORFOLK VA//JJJ//
INFO CNO WASHINGTON DC//N853//
COMNAVDOCCOM NORFOLK VA//JJJ//
CINCPACFLT PEARL HARBOR HI//JJJ// OR CINCLANFLT NORFOLK VA//JJJ//
COMNAVSURFPAC SAN DIEGO CA//JJJ//
NAVSAFECEN NORFOLK VA//JJJ//
NAVTACSUPPACT WHITE OAK MD//40//
Others as appropriate (See Appendix A of NWP Ø)

BT

CLASSIFICATION//N03510//

MSGID/GENADMIN//*(As required)*//

SUBJ/URGENT CHANGE RECOMMENDATION FOR NWP 22-10/FMFM 1-5//

REF/A/DOC/NWP Ø//

REF/B//*(As required)*//

AMPN//*(As required)*//

POC//*(As required)*//

RMKS/1. IAW REF A URGENT (SAFETY) CHANGE IS RECOMMENDED FOR NWP 22-10/FMFM 1-5.

2. - PAGE _____ ART/PARA NO _____ LINE NO _____ FIG NO _____

3. PROPOSED NEW TEXT *(Include classification)*

4. JUSTIFICATION

Message provided for subject matter; ensure that actual message conforms to MTF requirements.

GLOSSARY

A

advance party. A task organization formed by the MAGTF commander that consists of personnel designated to form the nucleus of the arrival and assembly organizations. The primary tasks of the advance party are to arrange for the reception of the main body and MPS squadron.

advanced echelon (ADVON). A team of MAC TALCE members deployed in advance of the main TALCE to coordinate MAC requirements at the arrival airfield. The ADVON may deploy equipment to establish communications with MAC command and control agencies and to establish the airlift operations center (AOC) prior to the main TALCE arrival.

amphibious assault bulk fuel system (AABFS). Ship system used to pump bulk POL ashore via buoyant hose line. Each ship carries two 6,000-foot, 6-inch fuel lines.

amphibious assault bulk water system (AABWS). Ship system used to pump potable water ashore via buoyant hose line. Each ship carries two 6,000-foot, 4-inch water lines.

arrival and assembly area (AAA). An area designated by CMPF in coordination with the unified commander and host nation for arrival, offload, and assembly of forces and MPE/S, and preparations for subsequent operations. The AAA is administrative in nature and does not denote command of a geographic area. Such an area may be inside an AOA. Within the AAA, coordination authority for the following is implied for CMPF:

1. Prioritization and use of airfield(s), port, beach facilities, and road networks
2. Air traffic control
3. Logistics support activities.

arrival and assembly operations element (AAOE). An agency in each MAGTF element and the NSE that coordinates the logistics functions of the offload of MPE/S and the arrival and assembly of forces.

arrival and assembly operations group (AAOG). A staff agency of the MAGTF, composed of personnel from the MAGTF and a liaison from the NSE, to control the arrival and assembly operations.

B

beach party team (BPT). The NSE component of the debark control unit responsible to control lighterage in the surf zone, conduct lighterage salvage, and transfer bulk liquids from the MPS(S).

C

cargo handling detachment (CHD). An NSE component consisting of U.S. Navy cargo handling force personnel assigned to the OPP who are augmented by additional supervisory and technical NSE personnel to accomplish the offload.

combatant command (command authority) (COCOM). Nontransferable command authority exercised only by commanders of unified or specified combatant commands (excerpt from Joint Pub 1-02).

contracting officer's technical representative (COTR). An officer or civilian employee of the U.S. government assigned to each MPSRON. The COTR works directly for Commander, MCLB, Albany, Georgia and supervises the efforts of the Marine Corps maintenance contractors (MCMC).

D

debark officer. The naval officer on each ship responsible to the DCO for the efficient offload of that ship's MPE/S. The debark officer coordinates the navy cargo handling detachment, USMC debark team, ship's crew, and assigned lighterage.

F

flight ferry (FF). The movement by self-deployment of the aircraft of the ACE to the AAA.

fly-in echelon (FIE). Airlifted forces and equipment of the MAGTF and NSE plus aircraft and personnel arriving in the flight ferry of the ACE.

force module (FM). A task organization that is tailored and time phased to meet specific challenges of environments ranging from permissive Noncombatant evacuation operation (NEO) to midintensity conflict (MIC) in any area of responsibility.

force movement control center (FMCC). An FMF agency normally established in the headquarters of the deploying MAGTF's parent MEF that monitors, coordinates, controls, and adjusts as required, strategic movement of Marine forces and associated Navy forces within the joint deployment system.

L

landing force support party (LFSP). The forward echelon of the combat service support element formed to facilitate the ship-to-shore movement. In MPF operations, the LFSP is responsible to the MAGTF commander in coordination with CMPF for throughput of offloaded MPE/S from the beach, port, and arrival airfield(s). The LFSP is comprised of a shore party (LF component) and is structured to perform the type of offload (beach and/or port and airfield) anticipated for the MPF operation.

lighterage control officer (LCO). The Navy officer or chief petty officer responsible to the debark officer to control lighterage assigned to that ship for offload.

logistics movement coordination center (LMCC). LMCCs are organized from service support elements (or the supporting establishment) in the geographic proximity of the marshaling units. They are tasked by the FMCC to provide organic/commercial transportation, transportation scheduling, materials handling equipment, and all other logistics support required by parent commands during marshaling and embarkation.

M

Marine air-ground task force (MAGTF). A task organization of Marine forces (division, aircraft wing, and service support group) under a single command and structured to accomplish a specific mission. The MAGTF components will normally include command, aviation combat, ground combat, and combat service support elements (including Navy support elements). Three types of Marine air-ground task forces that can be organized are the Marine expeditionary unit, Marine expeditionary brigade, and Marine expeditionary force (excerpt for Joint Pub 1-02).

Marine Corps maintenance contractor (MCMC). Contracted civilian maintenance personnel embarked aboard MPS.

Marine expeditionary unit (MEU). The Marine expeditionary Unit is a task organization that is normally built around a battalion landing team, reinforced helicopter squadron, and logistics support unit. It fulfills routine forward afloat deployment requirements, and is capable of relatively limited combat operations.

Marine expeditionary brigade (MEB). A Marine expeditionary brigade is a task organization that is normally built around a regimental landing team, provisional Marine aircraft group, and a logistics support group. It is capable of conducting amphibious assault operations of a limited scope. During potential crisis situations, a MEB may be forward-deployed afloat for an extended period in order to provide an immediate combat response.

Marine expeditionary force (MEF). The Marine expeditionary force, the largest of the MAGTFs, is normally built around a division/wing team, but can include several divisions and aircraft wings, together with an appropriate combat service support organization. The MEF is capable of conducting a wide range of amphibious assault operations and sustained operations ashore. It can be tailored for a wide variety of combat missions in any geographic environment.

maritime prepositioned equipment and supplies (MPE/S). Unit equipment and sustaining supplies associated with a MAGTF and an NSE, which are deployed on maritime prepositioning ships.

maritime prepositioning force (MPF). A task organization of units under one commander formed for the purpose of introducing a MAGTF and its associated equipment and supplies into a secure area. The MPF is composed of a command element, MPS-RON, MAGTF, and NSE.

maritime prepositioning force augmentation operation. An MPF operation that augments an existing operation.

maritime prepositioning force independent operation. An MPF operation that does not augment an existing operation.

maritime prepositioning force operation. A maritime prepositioning force operation is a rapid deployment and assembly of a MAGTF in a secure

area using a combination of strategic airlift and forward-deployed maritime prepositioning ships.

maritime prepositioning ship(s) (MPS). Civilian-crewed, Military Sealift Command chartered ship(s) that are organized into three squadrons and are usually forward deployed. These ships, as a squadron, are loaded with propositioned equipment and 30 days of supplies to support a MAGTF up to MEB size. (An MPS is not the same as a USNS TAK and should not be referred to with the same descriptor.)

maritime prepositioning ship squadron (MPSRON). A group of civilian-owned and civilian-crewed ships chartered by Military Sealift Command loaded with prepositioned equipment and 30 days of supplies to support a MAGTF up to MEB size.

N

Navy support element (NSE). The maritime prepositioning force element that is composed of naval beach group (NBG) staff and subordinate unit personnel, a detachment of Navy cargo handling force personnel, and other Navy components, as required. The NSE, as described in this publication, is divided into two groups: those who comprise the beach party group of the LFSP, and those who perform shipboard duties for the offload and STS movement of MPE/S.

Navy construction force (NCF). When assigned to a MAGTF, the NCF's mission is to ensure sustainment of MAGTF operations by providing deliberate construction support. This includes major construction, repair to existing facilities, and other general engineering tasks. The NCF also supports the naval operating forces through the construction of Navy bases within or outside the amphibious objective area. NAVFAC P-315, Naval Construction Forces Manual, provides detailed information concerning NCF operations.

O

O-day (Offload day). An MPF term designating the day the MPSRON offload begins or the continuous flow of the FIE commences, whichever is later.

offload preparation party (OPP). A task organization of Navy and Marine maintenance, embarkation, and cargo handling personnel deployed to the MPSRON before or during its transit to the objective area to prepare the ship's offload systems and embarked equipment for offload.

operational control (OPCON). Transferable command authority that may be exercised by commanders at any echelon at or below the level of combatant command (excerpt from Joint Pub 1-02).

P

primary control officer (PCO). The Navy officer responsible to the NSE commander for the offload of the MPS squadron, the STS movement, and the reception and control of lighterage on the beach.

principal end items (PEIs). Those items of equipment necessary for the efficient completion of the MPS offload and the accomplishment of the MAGTF mission.

R

ready reserve force (RRF). The RRF is composed of ships acquired by MARAD with Navy funding and newer ships acquired by MARAD for the NDRF. Although part of the NDRF, RRF ships are maintained in a higher state of readiness and can be made available without mobilization of Congressionally declared state of emergency.

reduced operational status (ROS). Applies to Military Sealift Command ships withdrawn from full operational status (FOS) because of decreased operational requirements. A ship in ROS is crewed in accordance with shipboard maintenance and possible future operational requirements with crew size predetermined contractually. The condition of readiness in terms of calendar days required to attain FOS is designated by the numeral following ROS (i.e., ROS-5).

regeneration. MPF regeneration is the methodical approach to restore the MPSRON to its original strength or properties and to attain full operational capability. This process may involve restructuring the types and quantities of equipment and supplies carried on individual MPSs in a different configuration to that which existed prior to the offload.

remain behind equipment (RBE). Unit equipment left by deploying forces at their bases when they deploy.

S

supported commander. The commander having primary responsibility for all aspects of a task assigned by the JSCP or other joint operation planning

authority. In the context of joint operation planning, this term refers to the commander who prepares OPLANs or OPORDs in response to requirements of the CJCS.

supporting commander. A commander who provides augmentation forces or other support to a supported commander, or who develops a supporting plan. Includes the designated combatant commands and Defense agencies as appropriate.

survey, liaison, and reconnaissance party (SLRP). A task organization formed from the MAGTF and NSE, which is introduced into the objective area prior to the arrival of the main body of the FIE to conduct initial reconnaissance, establish liaison with in-theater authorities, and initiate preparations for the arrival of the main body of the FIE and the MPSRON.

T

tanker airlift control element (TALCE). A composite organization of the USAF Air Mobility Command (AMC) tailored to support airlift operations. The TALCE provides command and control for AMC resources, offload, and aircraft services, and serves as the focal point for all airlift activities at an operating location.

U

USMC debarkation team (USMC debark team). MAGTF personnel provided to CNSE for each ship of the MPSRON for offload preparation and offload. This team consists of maintenance and vehicle equipment operators from the OPP, SLRP advance party, or main body.

LIST OF ACRONYMS

A

AAA. Arrival and assembly area.

AABFS. Assault amphibious bulk fuel system.

AABWS. Assault amphibious bulk water system.

AACG. Arrival airfield control group.

AAOE. Arrival and assembly operation elements.

AAOG. Arrival and assembly operations group.

ACE. Aviation combat element.

ACF. Air contingency force.

ACO. Airfield coordination officer.

ADAL. Authorized dental allowance list.

ADCON. Administrative control.

ADVON. Advanced echelon (Military Airlift Command).

AFIS. USAF Intelligence Service.

AFOG. Airfield operation group.

AGSE. Aviation ground support equipment.

AIC. Atlantic Intelligence Command.

AIG. Air intelligence group.

AIS. Automated information system.

AMAL. Authorized medical allowance list.

AMC. Air mobility command.

AMCCS. Marine air command and control system.

AOA. Amphibious objective area.

AOC. Airlift operations center.

AOR. Area of responsibility.

APOD. Aerial port of debarkation.

APOE. Aerial port of embarkation.

ATC. Air traffic control.

ATF. Amphibious task force.

ATS. Ammunition tracking system.

B

BOG. Beach operations group.

BPT. Beach party team.

BSSG. Brigade service support group.

C

CAEMS. Computer aided embarkation management system.

CALM. Computer assisted load manifest.

CAS. Crisis action system.

CATF. Commander, amphibious task force.

CBR. Chemical, biological, radiological countermeasures.

CE. Command element.

CESE. Civil engineering support equipment.

CFR. Crash, fire, and rescue.

CG. Commanding general.

CHD. Cargo handling detachment.

CIA. Central Intelligence Agency.

CINC. Commander-in-chief.

CJS. Chairman, joint staff.

CLF. Commander, landing force.

CMPF. Commander, Maritime Prepositioning Force.

CMS. Communications security material system.

CMT. Contract maintenance team.

CNSE. Commander, Navy Support Element.

COA. Course of action.

COCOM. Combatant command.

COMNAVSURFLANT. Commander, Naval Surface Force Atlantic.

COMNAVSURFPAC. Commander, Naval Surface Force Pacific.

COMPSRON. Commander MPS Squadron.

COMSC. Commander, Military Sealift Command.

COMSEC. Communications security.

COT (SHORE). Container operations terminal.

COT (SHIP). Commander of troops.

COTR. Contracting officer's technical representative.

CSNP. Causeway section nonpowered.

CSP. Causeway section powered.

CSS. Combat service support.

CSSE. Combat service support element.

CW. Continuous wave.

D

DACG. Departure airfield control group.

DCS. Defense communications system.

DCU. Debark control unit.

DFM. Deterrent force module.

DIA. Defense Intelligence Agency.

DMA. Defense Mapping Agency.

DOD. Department of Defense.

E

EAD/LAD. Earliest/latest arrival date.

EAF. Equipment allowance file.

ECAC. Electromagnetic compatibility analysis center.

ECT. Embarkation control team.

EEEI. Essential elements of enemy information.

EEFI. Essential elements of friendly information.

ERO. Equipment repair order.

ESB. En route support base.

ESQD. Explosive safety quantity distance.

EW. Electronic warfare.

F

FDO. Flexible deterrent option.

FF. Flight ferry.

FIC. Fleet intelligence center.

FIE. Fly-in echelon.

FISP. Fly-in support package.

FLTCINC. Fleet commander in chief.

FM. Force module.

FMCC. Force movement control center.

FMFLANT. Fleet Marine Force Atlantic.

FMFPAC. Fleet Marine Force Pacific.

FOD. Foreign object damage.

FOS. Follow-on sustainment.

FOSIC. Fleet ocean surveillance information center.

FOSIF. Fleet ocean surveillance information facility.

FS/DOC. Force security/defense operations center.

FS/DO. Force security/defense officer.

FSCO. Force security operation center.

FSO. Force security operations officer.

FSS. Fast sealift ships.

FSSG. Force service support group.

G

GCE. Ground combat element.

GPS. Global positioning system network.

H

HNS. Host nation support.

HNSA. Host nation support agreement.

I

ICAO. International Civil Aviation Organization.

IFAR. Item frequency analysis report.

IMA. Intermediate maintenance activity.

IPAC. Intelligence center pacific.

ISSA. Interservice support agreement.

J

JDC. Joint deployment community.

JIC. Joint intelligence center.

JICPAC. Joint Intelligence Center, Pacific.

JINTACC. Joint interoperability of tactical command and control.

JOPES. Joint operation planning and execution system.

JS. Joint staff.

JSTP. Joint strategic capabilities plan.

JTAO. Joint tactical air operations.

JTB. Joint transportation board.

JTF. Joint task force.

L

LCM. Landing craft mechanized.

LCO. Lighterage control officer.

LCT. Lighterage control team.

LFADS. Landing force asset distribution system.

LFS. Landing force supplies.

LFSP. Landing force support party.

LMCC. Logistics and movement control centers.

LOC. Lines of communication.

LOI. Letter of instruction.

LTl. Limited technical inspection.

M

MAGCS. Marine air command and control system.

MAGTF. Marine air-ground task force.

MARAD. Maritime administration.

MARFOR. Marine force.

MC&G. Mapping, charting, and geodesy.

MCLB. Marine Corps logistics base.

MCMC. Marine Corps maintenance contractor.

MCO. Movement control officer.

MDSS. MAGTF deployment support system.

MEB. Marine expeditionary brigade.

MEDLOGS. Medical logistics system.

MEF. Marine expeditionary force.

MEP. Mobile electric power.

MEU. Marine expeditionary unit.

MHE. Materials handling equipment.

MIJI. Meaconing, intrusion, jamming, interference.

MIMMS. MPF and Marine Corps integrate maintenance management system.

MIUW. Mobile inshore undersea warfare.

MMC. MPF maintenance cycle.

MOG. Maximum on ground.

MPE/S. Maritime prepositioned equipment and supplies.

MPF. Maritime prepositioning force.

MPFM. Maritime prepositioning force module.
MPS. Maritime prepositioning ship.
MPSRON. Maritime prepositioning ship squadron.
MPUAS. Medical personnel unit augmentation system.
MSC. Military sealift command.
MSE. Major subordinate element.
MSR. Main supply route.
MSSG. MEU service support group.
MTF. Message text format.
MTMC. Military Traffic Management Command.

N

NAVBEACHGRU. Naval beach group.
NAVCHAPGRU. Navy cargo handling and port group.
NBG. Naval beach group.
NCA. National Command Authorities.
NCC. Navy component commander.
NIC. Naval Intelligence Command.
NIS. Naval Investigative Service.
NMCB. Naval mobile construction battalion.
NSA. National Security Agency.
NSE. Navy support element.
NSW. Naval special warfare.

O

OCU. Offload control unit.
OPCON. Operational control.
OPLAN. Operation plan.
OPORD. Operation order.
OPP. Offload preparation party.
OPSEC. Operation security.

OTC. Officer in tactical command.

P

PCO. Primary control officer.
PEI. Principal end item.
POD. Point of departure.
POE. Point of embarkation.
POG. Port operations group.
POL. Petroleum, oils, and lubricants.
PWR. Prepositioned war reserve.

R

RBE. Remain behind equipment.
RMCC. Readiness and movement coordination center.
ROE. Rules of engagement.
ROS. Reduced operational status.
RRDF. Roll-on/roll-off discharge facility.
RRF. Ready reserve force.
RTG. Reconnaissance technical groups.

S

SAC. Strategic Air Command.
SASSY. Supported activity supply system.
SI. Special intelligence.
SLOC. Sea lines of communication.
SLPS. Ships loading plan sequence.
SLRP. Survey, liaison, and reconnaissance party.
SLWT. Side-loadable warping tug.
SMO. Strategic mobility officer.
SOP. Standard operating procedure(s).
SPOD. Seaport of debarkation.
SPOE. Seaport of embarkation.

STS. Ship-to-shore.

T

T-AH. Hospital ship.

T-AVB. Aviation logistics support ship.

TAFDS. Tactical airfield fuel dispensing system.

TALCE. Tanker airlift control element.

TCAIMS. Transportation coordinators' automated information for movement system.

TERI. T/E ready for issue.

TFE. Transportation feasibility estimate.

T/O. Table of organization.

TPFDD. Time-phased force deployment data.

TSR. Telecommunications service requests.

TYCOM. Type commander.

U

UER. Unit equipment report.

ULN. Unit line number.

UMCC. Unit movement control center.

USAITAC. U.S. Army Intelligence Threat Analysis Center.

W

WWMCCS. Worldwide Military Command and Control System.

CHAPTER 1

Maritime Prepositioning Force (MPF) Concept

1.1 GENERAL

1.1.1 Definition. An MPF operation is the rapid deployment and assembly of a MAGTF in a secure area using a combination of strategic airlift and forward-deployed maritime prepositioning ships.

1.1.2 Background. MPF operations are a strategic deployment option that is global in nature, naval in character, and suitable for employment in a variety of circumstances. As such, MPF operations provide an essential element in the conduct of national military strategy. MPF operations are predicated on the concept of flying the personnel of a MAGTF and NSE into a host nation arrival and assembly area to join with equipment and supplies prepositioned aboard forward-based MPS(s). (Not TAK, see MPS definition in Appendix I.)

1.1.3 Purpose. Maritime prepositioning provides Unified Combatant Commanders (CINCs) with deployment flexibility and increased national capability to respond rapidly to crisis or contingency with a credible force. The purpose of an MPF operation is to rapidly establish a MAGTF ashore that is prepared to conduct subsequent combat operations across the operational continuum. Configuration of material on MPS(s) affords CINCs an array of employment options. An MPF operation can consist of one ship and appropriate sized FIE, or at the other end of the scale all three maritime prepositioning ship squadron(s) and a MEF-sized MAGTF. An MPF is one component of the Marine Corps' rapid response capability. This triad of forces includes MPF, Air Contingency Force (ACF), and Amphibious Ready Forces. MPF operations are economy of force measures that allow deployment of an appropriate size force if a crisis arises, and if an early decision and secure arrival environment exists, offers a complement to amphibious assault operations. Other advantages of MPF operations include a means to deploy forces without impact on previously deployed forces, and a method to rapidly augment a forward-deployed MAGTF, ongoing amphibious deployment or operation, or other joint/combined force operation.

1.1.4 Strategy. The development of the naval force structure derives from the National Maritime Strategy, two tenets of which are forward naval presence and sustainable crisis response. The capability to reinforce allies and U.S. forward-deployed forces, and to project combat power across the spectrum of conflict are essential ingredients of the National Military Strategy.

1.1.5 Naval Character. Maritime prepositioning provides a CINC with employment flexibility, and increases the national capability to respond rapidly to crises. The forward positioning of MPS(s), singularly or as a group designated a squadron, accompanied with the readiness to deploy associated naval forces by strategic airlift, is an integral element of global naval presence.

1.1.6 Capabilities. The essential contribution to strategy of MPF operations stems from its inherent mobility and flexibility which allow concentration of forces quickly in a specified area. The existence of this power projection capability is a deterrent to potential adversaries. MPF and amphibious operations are complementary capabilities; one is not an equivalent substitute for the other. Amphibious operations provide the means for forcible entry, while MPF permits rapid deployment into areas where force introduction is essentially unopposed and is expected to remain so through the arrival and assembly phase. Amphibious operations can be used in the same environment as MPF, but the inverse is not true. The expanded MPF concept allows employment of MAGTFs in a variety of roles to include:

1. Augment an amphibious deployment or operation.
2. Occupy or augment an advanced naval base.
3. Preemptively occupy and defend key choke points along SLOC.
4. Establish a blocking position for both offensive and defensive operations.

5. Reinforce an ally with a credible force prior to hostilities, and sustain relations with allies and coalition partners through routine exercises and operations.

6. Establish a sizeable force ashore to enable closure of additional forces and to support the theater commander's campaign.

7. Deter adventurism through diplomatic signaling afforded by positioning MPS and alerting Marine/Navy forces.

8. Provide a rapid peacetime response in support of humanitarian assistance and disaster relief.

9. Provide economy of force through reduction of strategic airlift requirements, and reduction or obviation of the need to employ amphibious forces capable of forcible entry to a contingency that does not require such force.

1.1.7 Considerations for Employment. The essential requirement for an MPF operation is a secure area that allows for arrival and offload of ships and aircraft, and the joining of personnel and material. Regardless of the mission assigned for subsequent operations, the following conditions are required to establish the MPF MAGTF ashore:

1. A secure area from initiation of strategic deployment through completion of arrival and assembly.

2. Adequate strategic airlift and aerial tanker support.

3. Adequate offload forces (NSE) to support the operation.

4. Sufficient airfield space for B-747/C-5/C-141 operations and throughput capability to support the intended airflow.

5. Ample port and/or beach area for timely offload and throughput. The port must have sufficient water depth, adequate overhead clearance, and maneuver room to admit MPSs. Beaches and advances must be evaluated for hydrographic supportability as well as being swept for mines and other hazards.

6. Suitable road network between the port and/or beach and associated airfield to permit a timely arrival and joining of airlifted units with their sealifted equipment and supplies.

1.2 ESSENTIAL ELEMENTS OF CONCEPT

1.2.1 Maritime Prepositioning Force Modules.

MPFMs are MAGTF building blocks that allow the sequential flow of Marine forces to support the needs of CINCs. The modular concept (Figure 1-1) is supported by the configuration aboard MPSs.

1.2.2 Rapid Response. The goal of the MPF concept is to establish a MAGTF ashore as rapidly as possible, and for the MAGTF to be operational within 10 days or less of offload initiation. To achieve this response capability, MPSs must be positioned in areas of concern so the major constraint on establishment of the force is airlift, not sealift closure.

1.2.3 Global Capability. In view of global responsibilities, MPF must provide the flexibility for simultaneous or sequential employment of MAGTFs worldwide. To achieve this flexibility, various size MAGTFs can be deployed to marry with MPF equipment and supplies prepositioned in areas of concern. Inherent within the MPF structure is the capability for multitheater operations or concentration of MPFs within a given theater.

1.2.4 Command Relationships. MPS(s) are operationally assigned to the FLTCINC or NCC of the appropriate unified combatant command while ADCON resides with COMSC. Administrative direction and support of Navy and Marine Corps forces, and control of the equipment and supplies aboard MPS(s) resides with the applicable service TYCOM. The initiating directive will specify the command relationships in the various MPF operation phases to include identification of CMPF, and the OPCON of forces assigned to the MPF. An MPF operation terminates when the MAGTF is ready to commence its assigned operations ashore and the designated supported commander approves the recommendation, submitted by the MAGTF commander via CMPF, to terminate the operation.

1.2.5 Sustainability of Maritime Prepositioning Forces. Sustainability of MPF is the combination of prepositioned materiel and airlifted elements associated with a MEB-sized MAGTF with sustainment capability for up to 30 days. Smaller MAGTFs, flexibly deployed in accordance with the MPFM concept, may be sustained ashore for greater or lesser amounts of time depending on the size of the force, number of MPSs in support of that force, and variables such as inclusion of an aviation logistics support ship (T-AVB).

1.2.6 Two-Tier Command Relationships. The two-tier command concept for force employment and flexible deterrent options include consideration for early

To be Provided in Change 1

Figure 1-1. Modular Concept

movement and execution of various phases of MPF operations. Such movement may precede timely assignment of CMPF by either initiating directive or other crisis action system documentation. In the absence of formal CMPF assignment, interim command relations established by unified command instructions will prevail. When a JTF is established, the JTF Navy component commander may be assigned as interim CMPF.

1.3 FORCE MODULE OPTIONS

1.3.1 Background. As a method to enhance operational flexibility, improve deployability, reduce ready-to-operate time, and increase force sustainment, MPS are configured to support four basic force modules. The force module concept of MPF employment with forward-deployed amphibious task forces is a complementary association that provides a CINC with options previously unavailable. It is built to support various MAGTFs with missions ranging from humanitarian assistance across all levels of the operational continuum. Virtually every force employment option is enhanced by the application of flexible concepts for MPF deployment. These concepts provide mission-tailored MPF subsets to yield a greater range of MPF options and reduce ready time for employment. MPF options provide a variety of enhanced employment alternatives to CINCs. Enhancements are attained through designated offload in support of force modules that enable deployment/employment of a mission-tailored MAGTF without offload of the entire MPSRON. In concert, a smaller FIE is tailored to assemble with appropriate equipment and supplies. This allows commanders to task organize either a smaller MAGTF, or a MAGTF that is weighted to provide a specific capability. A wide range of possible MPF deployment options, tailored to the requirements of specific contingency tasks are available. These options are reflected in the force modules developed for the CINCs.

1.3.2 Options. Some examples of potential MPF deployment options include:

1. MEU — A force of roughly 2,700 personnel supported by one MPS with an FIE via strategic airlift.
2. LIC MEB (1) — A force of roughly 12,500 personnel composed of an FIE supported by MPS(s), and a MEU(SOC) embarked in four or five amphibious ships.
3. LIC MEB (2) — The same force as above supported entirely by MPS(s) (no amphibious ships).

4. MPF MEB — A force of roughly 16,500 personnel supported by an MPSRON with an FIE of roughly 250 sorties.

1.4 OPERATIONAL CONCEPT

An MPF operation is a specific, discrete operation to position a MAGTF for further operations; any MPF operation can evolve from the smallest possible force to a MEF size force. In execution, the operation extends from marshaling through completion of the arrival and assembly of the MAGTF. It involves the organic elements that constitute the MPF, and supporting forces AMC with aerial tanker support, local transportation and deployment support agencies, host nation and supported/supporting CINC assets, and other support whose identity is situation dependent. The geographic scope of the operation will vary, but it is inherently a strategic, or intertheater capability.

While MPF operations are conceptually simple, the strategic dimensions of the operation, number of major commands involved as the force transits from theater to theater (and CINC to CINC), and the intricacies of the JOPES all make the operation extremely complex. Command relationships are extensive. The overlap of phases and geographic separation place heavy demands on command elements. The magnitude of the operation may require activation of some Navy reserves. It is critical that MPF operations be based on comprehensive, deliberate planning. Development of general purpose contingency plans must establish clear relationships, identify specific areas of responsibility, and provide for effective, efficient communication channels. The existence of deliberate plans does not eliminate the requirement for mission analysis and the estimative process. Conflicting demands of deployment and employment considerations will dictate a dynamic planning process that must remain responsive to the current situation. Operational planning must begin with a risk/threat assessment to determine whether MPF operations are the appropriate option for introduction of forces. Two other facets of an MPF operation increase its complexity. First, some features must be determined late in the decisionmaking process because of the remoteness of the deployment area and uncertainty of situations. Second, subsequent operations will have a significant impact on execution planning.

An MPF operation begins with the decision to employ the MPF and the issuance of the necessary directives to the major participants (e.g., the supporting and supported CINCs and USCINTRANS). Specifically, after receipt of an alert/warning order, an initiating directive will be issued by the responsible CINC to participating commanders. Planning for MPF operations is

continuous, but the execution planning phase begins with the assignment of a specific mission. Termination occurs when all prerequisites in the initiating directive are met and the MAGTF is established ashore. The MAGTF is established ashore when:

1. Adequate equipment and supplies are offloaded and issued to arriving units.
2. Command, control, and communications are established.
3. The MAGTF commander has stated the MAGTF's readiness for employment.

When CMPF and the MAGTF commander are satisfied the conditions in the above paragraph are complete, CMPF will report these facts to higher authority designated in the initiating directive. This authority will terminate the MPF operation, dissolve the MPF, and provide instructions as required, to include command arrangements and disposition of forces. Subsequent operations, and movement to those operations, are separate from the MPF operation.

1.5 PHASES

1.5.1 Planning. MPF operations are characterized by both contingency and execution planning. The planning phase begins on receipt of the warning order and is continuous through completion of the operation.

1. Contingency planning prepares for potential crisis and military operations.
2. Execution planning is conducted to prepare for the actual commitment of forces in a specific situation when deployment is imminent.

1.5.2 Marshaling. During the marshaling phase, units complete final preparations for movement to APOEs and loading aboard aircraft. The marshaling phase begins on arrival of the first element at a designated marshaling point and ends on departure of the last element from a departure airfield.

1.5.3 Movement. The movement phase consists of the movement of the forces by air and sea to the arrival and assembly area. The movement phase begins on lift-

off of the first aircraft from the departure airfield or when the MPSRON begins transit to a designated AAA. This phase ends when the last FIE aircraft arrives in the AAA, and the last ship arrives at the offload point.

1.5.4 Arrival and Assembly. The arrival and assembly phase begins on arrival of the first MPS or the first aircraft of the main body at the designated AAA. This phase ends when adequate equipment and supplies are offloaded and issued to awaiting units, command and control communications are established, and the MAGTF commander reports that all essential elements of the MAGTF have attained combat readiness. Simultaneous or subsequent tactical operations by the MAGTF and movements to those operations are not considered part of the MPF operation.

The arrival and assembly phase includes, not in specific order:

1. Initial preparation of an AAA
2. Reception of MAGTF and NSE personnel and equipment, and airlift at nearby airfields
3. Coordinated arrival and offload of equipment and supplies from the MPS(s) (in port, across a beach, or a combination of both)
4. Issue of maritime prepositioned equipment and supplies (MPE/S) to arriving units
5. Reestablishment of MAGTF organization from the movement group organization necessary for deployment
6. Provision of local security for arrival and assembly
7. Preparation for the operational mission.

1.6 SECURITY

Security of the MPS, strategic airlift resources, tactical aircraft, and areas within and surrounding the AAA is crucial and must be considered during all phases of MPF operations. A thorough discussion of the related responsibilities and key considerations are provided in Appendix H and elsewhere in this publication.

CHAPTER 2

Organization, Responsibilities, and Command Relationships

2.1 GENERAL

The unique nature of MPF operations and the diverse composition of the forces involved require timely political and military decisions from a wide spectrum of organizations, commands, and agencies. Operations may involve single or multiple MPS deployments, or the combination of amphibious ships and MPSs. The organization and responsibilities of the various commands and agencies discussed in this chapter are not intended to be all inclusive and are provided only as a starting point for more indepth planning. Key characteristics of the organization are detailed coordination flexibility and provision for rapid deployment.

2.2 RESPONSIBILITIES

Outlined in the following paragraphs are those specific responsibilities of higher authority in the conduct of MPF operations.

2.2.1 National Command Authorities. The decision to employ military armed force is ultimately the responsibility of the President. Specific assignments for MPF operations are issued predicated on NCA direction and guidance. The NCA will:

1. Provide initial decision to deploy/employ forces.
2. Provide a mission statement to the joint staff (JS).
3. Consider requests for mobilization/activation of reserves for MPF operations after consultation with JS.
4. Direct support from other departments/agencies.
5. Provide general guidance/approval of ROE.

2.2.2 Chairman Joint Staff. The CJS serves as the principal military advisor to the NCA and, as such, provides comments and recommendations as to the military options and forces available, to include the em-

ployment of MPF recommended by the appropriate unified combatant commander. On decision of the NCA to deploy/employ MPF, the CJS:

1. Issues appropriate orders to unified and specified commanders in accordance with the CAS/JOPES.
2. Tasks/coordinates services, subordinate DOD agencies (i.e., USCINCTrans and JTB), and appropriate unified/specified commands.
3. Recommends to NCA interdepartmental linkages between operational forces and support agencies.
4. Coordinates and provides advice to NCA on ROE.
5. Recommends to NCA activation of reserves as required (e.g., to support the NSE).
6. Supervises interunified command coordination.

2.2.3 Services. Individual services administer, equip, train, and support forces provided to the unified combatant commanders (CINC). As with other naval forces, Navy and Marine Corps forces associated with MPF operations are assigned to a unified combatant commander through a fleet commander (fleet commander refers to Atlantic or Pacific Fleet; numbered fleet commander refers to 2nd, 3rd, 6th, and 7th fleets) within the unified combatant command. The services:

1. Provide support to service components
2. Activate reserves as directed by DOD
3. Exercise ADCON of forces through service components.

2.2.4 Unified Combatant Commanders (CINC). CINCs have overall responsibility to plan contingency deployment and employment of forces in their AOR. Communication between appropriate supported/supporting CINCs involved in an MPF operation is

essential to ensure clear understanding of what is required and what each is contributing to the operation. This latter aspect will reduce duplication of effort. CINCs supported (CINC in whose AOR the operation will take place and who will have combatant command (command authority) or supporting (CINCs who provide personnel, equipment, supplies, and services to a supported CINC) are responsible for the below listed items:

1. Supported CINC

- a. Recommends options to JS.
- b. Executes orders of JS.
- c. Coordinates and facilitates HNS through country team.
- d. Issues specific ROE within the AOR.
- e. Exercises COCOM of assigned forces within the AOR.
- f. Ensures security of the AAA and the overall defense of the MPF and supporting forces within the AOR.
- g. Allocates resources.
- h. Coordinates with USCINCTrans and supporting agencies and commands.
- i. Coordinates intelligence collection requirements, processes intelligence information, and disseminates to the supported and supporting commanders.
- j. Designates, in broad terms, the area in which the MPF arrival and assembly is to occur.

2. Supporting CINCs

- a. Provide input to supported CINC regarding options.
- b. Execute orders from JS (provide forces and/or support as required).
- c. Pass HNS requirements of MPF to supported CINC, if appropriate.
- d. Issue specific ROE within their assigned AOR.

e. Provide forces to the supported CINC as directed.

f. Provide/coordinate security/defense for MPF and supporting forces in their assigned AOR.

g. Coordinate allocation of resources with supported CINC and USCINCTrans.

h. Provide for exchange and support of liaison linkages with the supported CINC.

2.2.5 Fleet Commander (FLTCINC LANT/PAC)/Naval Component Commander. The below tasks are performed at the direction of a supported or supporting CINC, as appropriate, and should be coordinated between appropriate level commands. (FLTCINC (LANT/PAC)/NCC should discuss levied requirements so that all requirements are filled with a minimum of duplication.)

1. Exercises OPLAN of assigned MPF ships and associated forces.
2. Provides recommendations to the unified commander on proper fleet employment to accomplish an MPF mission.
3. Designates/activates forces required to support MPF operations.
4. Issues initiating directive or delegates the authority for promulgation to the numbered fleet commander.
5. Designates the time to commence movement of the MPSRON and, if the FIE is in a different AOR, coordinates to commence the airflow of the FIE to the objective area.
6. Promulgates disposition instructions for forces on completion of the MPF operation.
7. Coordinates intelligence collection requirements, processes intelligence information, and disseminates intelligence to the designated supported and supporting commanders.

2.2.6 Type Commanders. TYCOMs are specific administrative commands responsible to prepare forces for operational assignment and to provide assistance to deploying forces as required. Marine force commanders (COMMARFOR LANT/PAC) have the same status as Navy TYCOMs (i.e., COMNAVSURFPAC, COMNAVAIRLANT, etc.) and perform similar functions for the specific FMF; however, they retain an operational

position and are subject to the operational chain of command of the respective fleet commander (i.e., CINCPACFLT); a condition not associated with a Navy TYCOM. General responsibilities include:

1. COMMARFOR PAC/LANT — In many cases, the below duties are delegated to the parent MEF.

a. Determines the appropriate MAGTF for the mission.

b. Prepares forces for MPF operations.

c. Assigns MAGTF subordinate forces.

d. Coordinates planning efforts in accordance with priorities and guidance established by higher authority.

e. Establishes, in accordance with the policies of higher authorities, deployability postures of units and elements for MPF employment. Readiness, preparation, and support of units and elements for deployment is the responsibility of the parent division, wing, or FSSG, or in their absence, such other commands as the FMF commander may designate.

f. Provides deployment support, as required.

g. Establishes, in accordance with policies of higher authorities, provisions for recovery, accountability, and disposition of RBE. RBE recovery is normally conducted by the parent division, wing, or FSSG or, in their absence, such other commands as the FMF commander designates.

h. Conducts liaison with AMC, USCINCTRANS, and other supporting commands.

2. Commander Military Sealift Command

a. Provides administrative direction and support of the MPSRON through close coordination with the civilian operating companies to satisfy extraordinary requirements generated by operational considerations.

b. Exercises ADCON, via MSC area commanders, to coordinate logistics and administrative support for MPSRONS.

c. Provides deployment support, as required.

2.2.7 Numbered Fleet Commander(s). The following tasks are performed at the direction of a supported or supporting CINC as appropriate (numbered fleet commanders should discuss levied requirements so that all requirements are filled with a minimum of duplication. This applies within and between fleets).

1. Exercises OPCON over assigned forces.

2. Identifies additional support requirements to higher authority.

3. Task organizes forces for the MPF operation, to include security/defense during marshaling, movement, and arrival and assembly phases, and support forces.

4. Designates or is designated the CMPF (in the initiating directive).

5. Exercises OPCON over designated CMPF.

6. Requests, coordinates, and directs support forces.

7. If directed by the FLTCINC, issues the initiating directive for the MPF operation.

8. Plans for, and may execute, MPF operations that involve multiple MPFs, or an MPF and amphibious forces.

9. Is responsible for security/defense of MPSs during movement and arrival and assembly phases.

10. Designates the NSE commander.

11. Prepares the NSE for MPF operations.

2.2.8 Commanding General, Marine Expeditionary Force. The following tasks are the responsibility of MEF CGs. (If the MPF operation involves units from more than one MEF, the MEF CGs should discuss levied requirements so that all requirements are filled with a minimum of duplication. This applies within and between FMFs.)

1. Plans, executes, and supports MAGTF operations as directed.

2. Liaisons with AMC, USCINCTRANS, and other supporting commanders as directed.

3. Specific functions include:

a. Assigns forces to deploying MAGTF for planning.

- b. On receipt of warning or alert order, shifts OPCON of assigned forces to MAGTF.
- c. Reviews MAGTF commander's proposed course of action, commander's estimate, concept of operations, and deployment/employment plan.
- d. Activates FMCC.
- e. Directs activation of LMCC and other deployment organizations.
- f. Directs deployment of MAGTF in conjunction with the MAGTF commander's concept of deployment and operations.
- g. Coordinates the deployment of forces and sustainment provided in support of the MAGTF commander's deployment by commands/agencies outside the FMF.
- h. Provides liaison to external commands and agencies as required.
- i. Provides public affairs guidance.
- j. Evaluates existing plan(s) to determine if they can serve as a base point, and identifies units available for deployment tasking.
- k. Assists MAGTF commander with review of applicable data base development guidance provided by higher headquarters.
- l. Responds to increased reporting requirements such as updates of SORTS.
- m. Responds to direction from higher headquarters in regards to plan formulation, task organization, and establishment or revision of deployment data base.
- n. Assists MAGTF commander to analyze time-phased deployment plans for use in COA development.
- o. Participates, as directed, in COA development process of supported CINC.
- p. Directs and/or coordinates deployment data base development to include time phasing and prioritization of forces/sustainment. Determines mode and source of transportation for all movement segments (origin to POE, POE to POD, POD to destination) for each COA.

- q. Directs and coordinates preliminary determination of quantities of basic prescribed loads and accompanying supplies, and initiates preparations for release of war reserve material through the war reserve system.

2.3 FORMATION OF AN MPF

The FLTCINC/NCC in coordination with the subordinate operational commanders and TYCOMs, as directed by the CINC, is responsible to designate/activate forces for MPF operations. A FLTCINC may promulgate the initiating directive or task a subordinate numbered fleet commander with that responsibility. If the MPF operation augments an amphibious operation, the MPF mission and appropriate command relationship guidance is included in the amphibious operation initiating directive. For MPF operations, the initiating directive should include, but is not limited to, the following items of information (see Appendix D for sample format):

1. The purpose for the MPF deployment and employment
2. Designation of CMPF, if not previously designated
3. Command relationships during planning, marshaling, movement to the objective area, arrival and assembly, and subsequent operations
4. Required date for the completion of MPF operations
5. General location of the AAA and the ultimate MAGTF area of operation
6. Availability of US/Allied support in the objective area or from other theaters, to include fleet operations for tactical security/defense
7. Estimated closure time of the MPSRON to the AAA
8. Availability of Navy and Marine forces
9. Identification of AMC planning headquarters
10. Logistics instructions regarding support responsibilities in the objective area
11. Instructions regarding employment of the MPSRON and NSE at the conclusion of the arrival and assembly phase

12. Communication instructions
13. Operations security/defense guidance.

2.4 MPF ORGANIZATION AND RESPONSIBILITIES

The MPF is usually comprised of a CMPF, MAGTF, MPSRON, and NSE, and may include other elements as designated by the numbered fleet commander. Variations will occur depending on mission and command relationships (see paragraph 2.6). The CMPF and staff will originate from a standing Navy organization fully prepared to implement crisis action operations complete with command, control, and communication capabilities. Any MAGTF is able to employ the equipment and supplies contained in an MPSRON. Identified below are the characteristics and responsibilities of CMPF and MPF element commanders.

1. Commander, Maritime Prepositioning Force

- a. A U.S. Navy officer designated in the initiating directive. Earlier notification is permissible, but not official until issuance of the initiating directive.
- b. Analogous to CATF in an independent MPF operation.
- c. In an amphibious augmentation, CMPF functions are subsumed by CATF.
- d. Through the MAGTF commander, coordinates time-phased arrival of MPF elements in the designated AAA and control measures within the AAA.
- e. Responsible for security/defense of the MPF and supporting forces in the AAA.
- f. Recommends termination of the MPF operation to supported commander designated in the initiating directive.

2. MAGTF Commander

- a. Responsible for Marine Corps forces assigned to the MPF.
- b. Responsible for planning the airlift of forces.
- c. Coordinates arrival and assembly operations within the AAA.

d. Recommends termination of the MPF operation to CMPF.

e. In an independent MPF operation, is analogous to CLF.

f. In an augmentation operation, the functions of MPF MAGTF commander are subsumed by CLF/MARFOR commander.

g. Provides USMC debarkation teams to support the offload.

h. As early as possible, assumes OPCON of NCF units (if assigned).

i. Establishes the MAGTF movement control center.

j. Documents and manifests all loads of MAGTF personnel, equipment, and supplies.

k. Provides liaison personnel to FMCC and LMCC agencies as required.

l. Establishes UMCCs as required and consolidates UMCC reports from subordinates for submission to LMCC.

m. Supervises and coordinates embarkation of forces and sustainment aboard ships, strategic airlift, and intratheater lift.

3. Commander, MPS Squadron

- a. Responsible for MPSRON's ship's equipment readiness to conduct offload operations
- b. Exercises tactical control of MPSRON
- c. Responsible for MPSRON movement to the AAA
- d. Coordinates MPSRON's offload positions with the CNSE
- e. Responsible for internal ship security and initiates requests for additional support
- f. Responsible to provide billeting and messing of the OPP and embarked personnel of the offload control unit
- g. Coordinates port service requirements to support ships of the MPSRON and the NSE.

4. Commander, Navy Support Element

- a. Commands elements of the NBG, NAVCHAPGRU, and other elements as assigned.
- b. Participates in offload planning and conducts the offload in coordination with the MAGTF commander and COMPSRON.
- c. As required, ensures coordination between the activities of the beach party team and the MAGTF's LFSP.
- d. Exercises OPCON over USMC debarkation teams provided by the MAGTF.
- e. Recommends naval reserve augmentation requirements to fleet CINCs through the operational chain of command.

During formation of the MPF, its elements report to CMPF for planning, but administrative and operational control of the elements remains with each element's numbered fleet commander. The MPF will adopt discrete task organizations for the movement and arrival and assembly phases.

1. During movement, the MPF divides into two movement groups: deployment by air and deployment by sea. The air deployment, called the fly-in echelon, is those forces and equipment that deploy by air. The FIE is divided into airlifted forces (OPP, the survey, liaison, and reconnaissance party; advance party; main body), and flight ferry (self-deploying aircraft). Generally, the numbered fleet commander/CMPF directly controls deployment of the sealifted elements and delegates to the MAGTF commander authority to coordinate and control the airlifted forces and equipment. The NSE reports to the MAGTF for movement.

2. In the arrival and assembly phase, the MPF elements are task organized into three elements (MPSRON, NSE, and MAGTF). Selected personnel and units are interchanged between the NSE and the MAGTF. Command relationships are as follows:

- a. COMPSRON positions ships and ensures readiness of ships' equipment for offload.
- b. CNSE executes the STS movement through the PCO. The PCO controls the offload activities through use of debarkation teams (includes both USN and USMC teams) on each ship, lighterage

group(s), and through coordination with the beach party element of the LFSP.

c. MAGTF commander controls the landward arrival (high-water mark/pier) and assembly operations through the LFSP. The LFSP, through its task organization, performs all arrival and assembly functions except those performed by the TALCE and the AAOEs.

2.5 SUPPORTING FORCES/AGENCIES

Execution of MPF operations requires the support of many diverse agencies to include:

1. USCINCTRANS, which is responsible to:

- a. Coordinate strategic deployment of forces assigned to/or in support of the unified commander.
- b. Maintain a deployment data base.
- c. AMC provides airlift support for MPF operations to include en route aerial refueling of the MAGTF's flight ferried aircraft and strategic airlift, as required.
- d. MSC is responsible for administrative direction and support of MPSRONS.
- e. Military Traffic Management Command is responsible to coordinate common user surface transportation within CONUS.

2. Marine Corps and Navy supporting and shore establishments provide support and assist deployment of forces as directed and/or coordinated by appropriate authority.

3. Commander, Marine Corps Logistics Base (COMMARCORLOGBASES), Albany, Georgia, has primary responsibility for the materiel readiness of maritime prepositioned materiel prior to its commitment in an MPF operation. This includes contract maintenance and logistics support of MPE/S aboard the MPSRON.

2.6 COMMAND RELATIONSHIPS

MPF command relationships are flexible and complex and change during each of the four phases of an MPF operation. Figures 2-1 through 2-8 depict and explain the command and control relationships from the NCA to the subordinate elements of an MPF. Changes from one phase to another are directed in the initiating

directive or subsequent orders. The basic concepts for command relationships are as follows:

1. MPF operations are conducted under command of a designated unified combatant commander. Normally, the unified combatant commander will exercise COCOM through the designated task force commander. Supporting CINCs and USCINTRANS will provide forces and or support as directed by JS and coordinated with USCINTRANS.

2. There are two general types of MPF operations: independent and augmentation. Independent operations are those in which the MPF MAGTF becomes part of a JTF that involves no other USMC forces or those in which the MPF as the JTF supports an Allied endeavor. The key identifier is that the MPF remains as an independent entity that is not subsumed into another USMC force (MARFOR). Augmentation, as defined in Joint Pub 1-02, is the transfer of forces to the operational command of a supported commander during execution of an operation. It is further refined in the MPF context to mean those operations in which the MPF MAGTF augments an existing MARFOR or an ATF. An example of the difference between a MARFOR and ATF is the MEF positioned ashore during Operation Desert Shield/Desert Storm; it was a MARFOR while the MEF positioned afloat was part of an ATF.

3. A designated numbered fleet commander, or naval component commander for those CINCs who do not control a numbered fleet, is responsible for the conduct of MPF operations. Because of wide geographic dispersion of forces that converge on an assigned area of operations, a significant amount of support is provided by TYCOMs and deployment agencies. Thus, a fleet commander and staff must plan in detail the task organization and activities for each phase to obtain minimal disruption of command and control during phase transition.

4. There is no single formula to incorporate an MPF into a naval, joint, or combined effort; organization

depends on mission, force capabilities, and tactical situation.

5. During independent MPF operations, the MAGTF commander commands all Marine forces in the MPF except those specifically assigned by higher headquarters to CMPF for security/defense functions. The MAGTF, NSE, and MPSRON are under OPCON of the designated CMPF, who in turn is OPCON to the numbered fleet commander. When the MAGTF is combat ready, OPCON of the MAGTF is transferred to either a numbered fleet commander, supported CINC, JTF commander, or a combined force commander for subsequent operations ashore. CNSE OPCON will revert to the appropriate NCC, and the MPS(s) will report, unless specified otherwise by CINC direction, to the common user pool of ships for further assignment.

6. In MPF augmentation operations, dependent on the option employed or as specified in the initiating directive, the functions of CMPF may be, but do not have to be, subsumed by CATF and the MPF MAGTF is subsumed as part of the landing force; command relationships for amphibious operations apply. Command relationships are flexible, and can be adapted to meet the needs of the situation.

7. The provisions of subparagraph 5 above pertain to augmentation operations in support of a MARFOR assigned to a joint or combined task force. OPCON of the MPF MAGTF will pass through the joint/combined chain of command to the MARFOR.

8. OPCON of deploying forces transiting a unified CINC's AOR is specified by JS or as delineated in existing command arrangements and support agreements.

9. An MPF is a temporary organization created to deploy a MAGTF. Command relationships differ during phases of MPF operations. To identify command relationships by phase, the dominant ongoing activity dictates the appropriate phase title. Changes of OPCON will take place as specified in the initiating directive or as directed by higher authority.

**MPF PLANNING PHASE
(INDEPENDENT OPERATIONS)**

Begins on receipt of warning order, and is continuous through completion of operation.

CMPF

- Designated by FLTCINC and OPCON to numbered fleet commander.
- Designated prior to or at start of planning phase.

MAGTF COMMANDER

- OPCON/ADCON to MEF CG and reports for planning to the CMPF.
- Coordinates with COMPSRON and CNSE.
- Prepares to deploy OPP and SLRP.

CNSE

- ADCON to numbered fleet commander.
- Reports for planning to CMPF.
- Coordinates with MAGTF and MPSRON.

COMPSRON

- OPCON to numbered fleet commander.
- ADCON to COMSC through MSC area commander.
- Report for planning to CMPF.
- Coordinates with CNSE and MAGTF commander.

Figure 2-1. MPF Planning Phase — Independent Operations (Sheet 1 of 2)

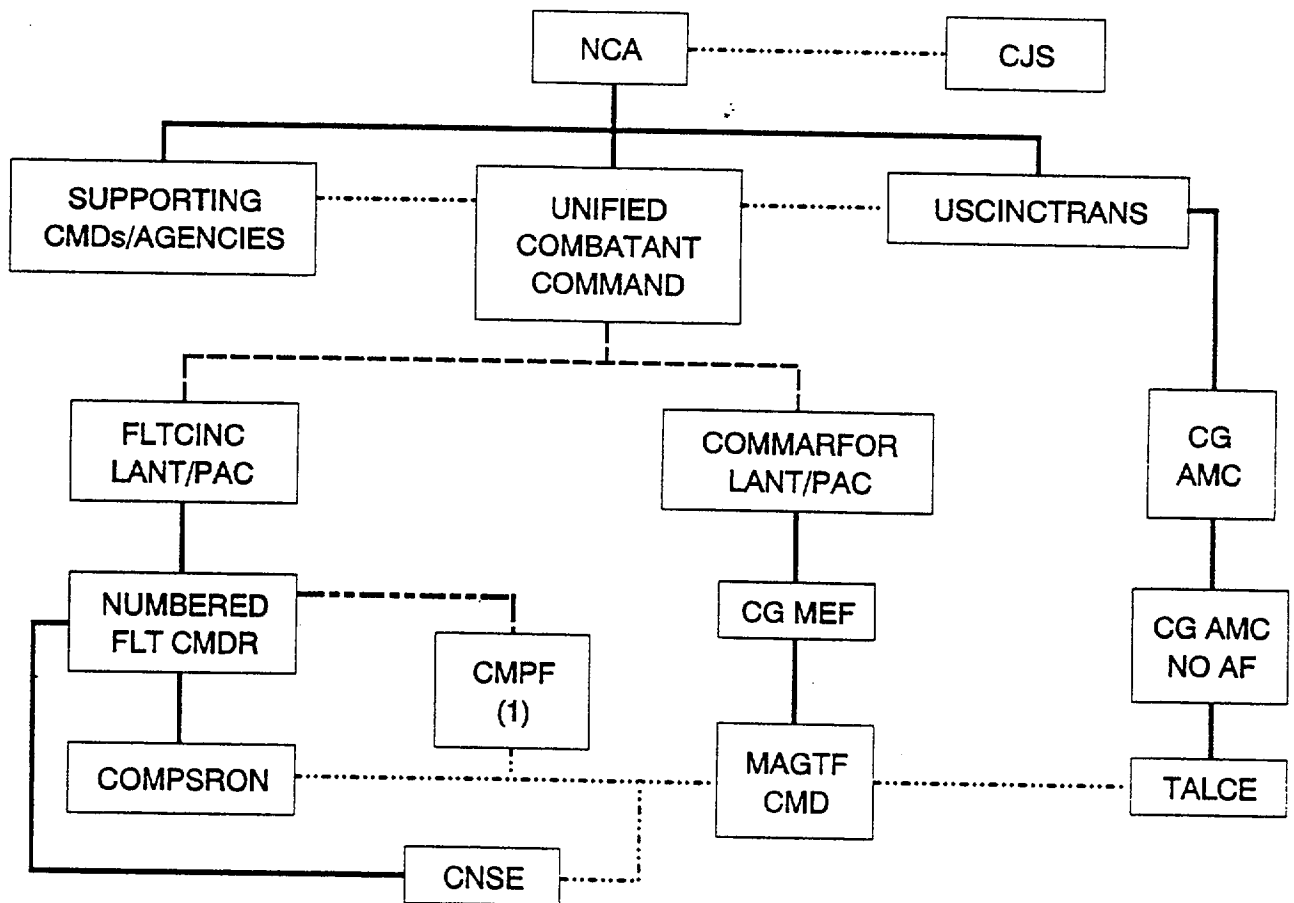
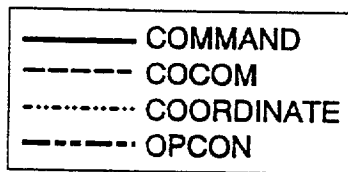


Figure 2-1. MPF Planning Phase —Independent Operations (Sheet 2 of 2)

**MPF MARSHALING PHASE
(INDEPENDENT OPERATIONS)**

Begins on arrival of first element at a designated marshaling point and ends on departure of the last element from a departure airfield.

CMPF

- OPCON to numbered fleet commander.

MAGTF COMMANDER

- Coordinates with COMPSRON.
- Coordinates with the tanker and airlift control element (TALCE) through the departure airfield control group (DACG).
- OPCON/ADCON to MEF CG.
- Assembles OPP and SLRP for movement.
- Coordinates and supports marshaling of NSE.

CNSE

- Reports to MAGTF commander for marshaling and movement.
- Provides personnel to the OPP and SLRP.
- Coordinates with COMPSRON.
- ADCON remains with numbered fleet commander.

COMPSRON

- OPCON to numbered fleet commander.
- ADCON to COMSC through MSC area commander.
- Coordinates with CNSE and MAGTF commander.

Figure 2-2. MPF Marshaling Phase — Independent Operations (Sheet 1 of 2)

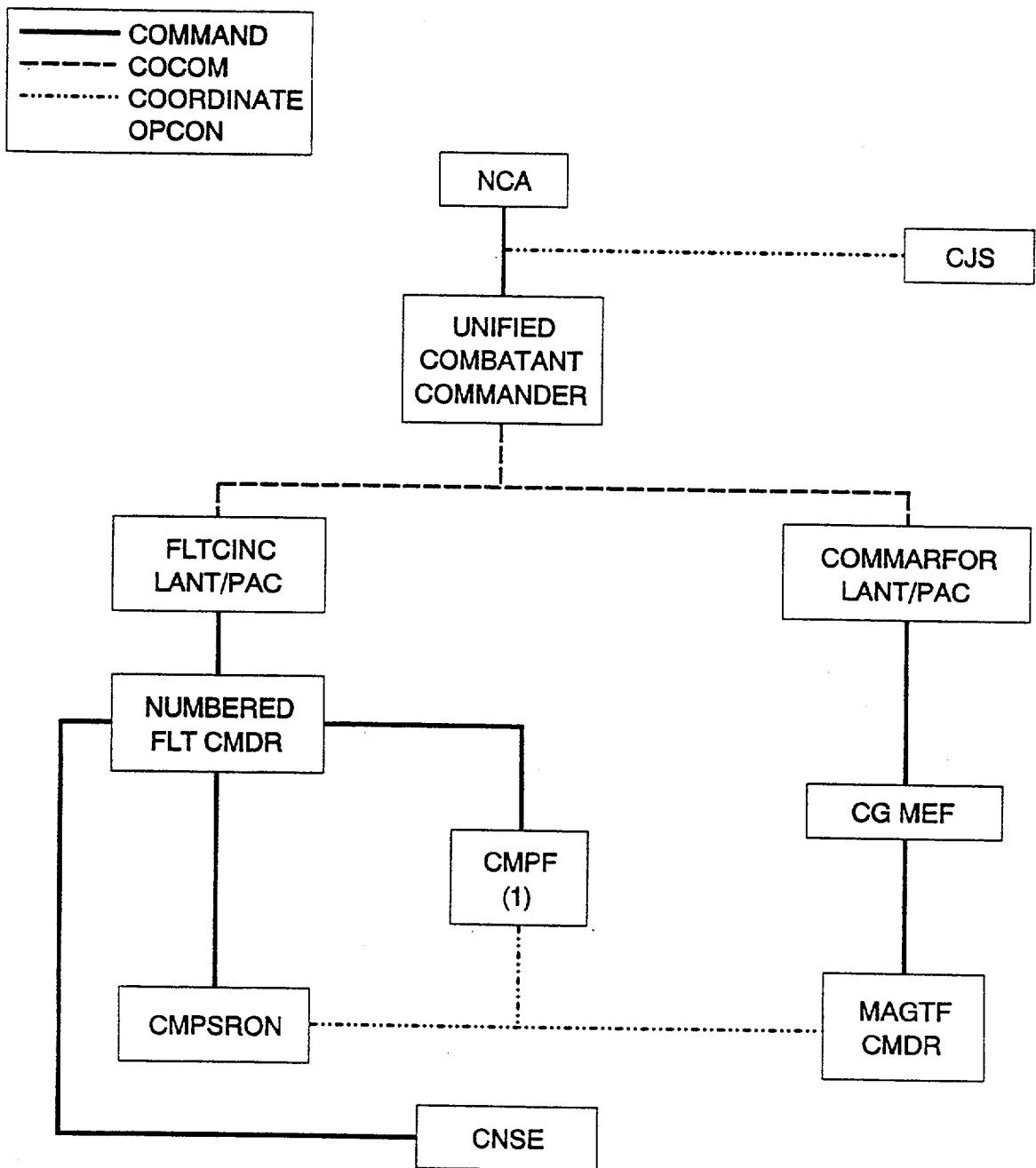


Figure 2-2. MPF Marshaling Phase — Independent Operations (Sheet 2 of 2)

**MPF MOVEMENT PHASE
(INDEPENDENT OPERATIONS)**

Begins on lift-off of first aircraft from departure airfield or when MPSRON begins transit to designated arrival and assembly area. Ends when last FIE aircraft and last MPS arrive at offload point.

CMPF

- OPCON to numbered fleet commander or as directed.
- Assumes OPCON of COMPSRON, CNSE, and MAGTF commander as directed.

MAGTF COMMANDER

- OPCON to CMPF as directed.
- Coordinates with CNSE and COMPSRON.
- Coordinates and supports movement of NSE.
- ADCON remains with MEF CG.
- Coordinates with supporting ALCE.

CNSE

- Deploys with the MAGTF.
- OPCON to CMPF.
- Coordinates with COMPSRON.
- ADCON remains with numbered fleet commander.

COMPSRON

- OPCON to CMPF as directed.
- ADCON to COMSC through MSC area commander.
- Coordinates with NSE and MAGTF.

Figure 2-3. MPF Movement Phase — Independent Operations (Sheet 1 of 2)

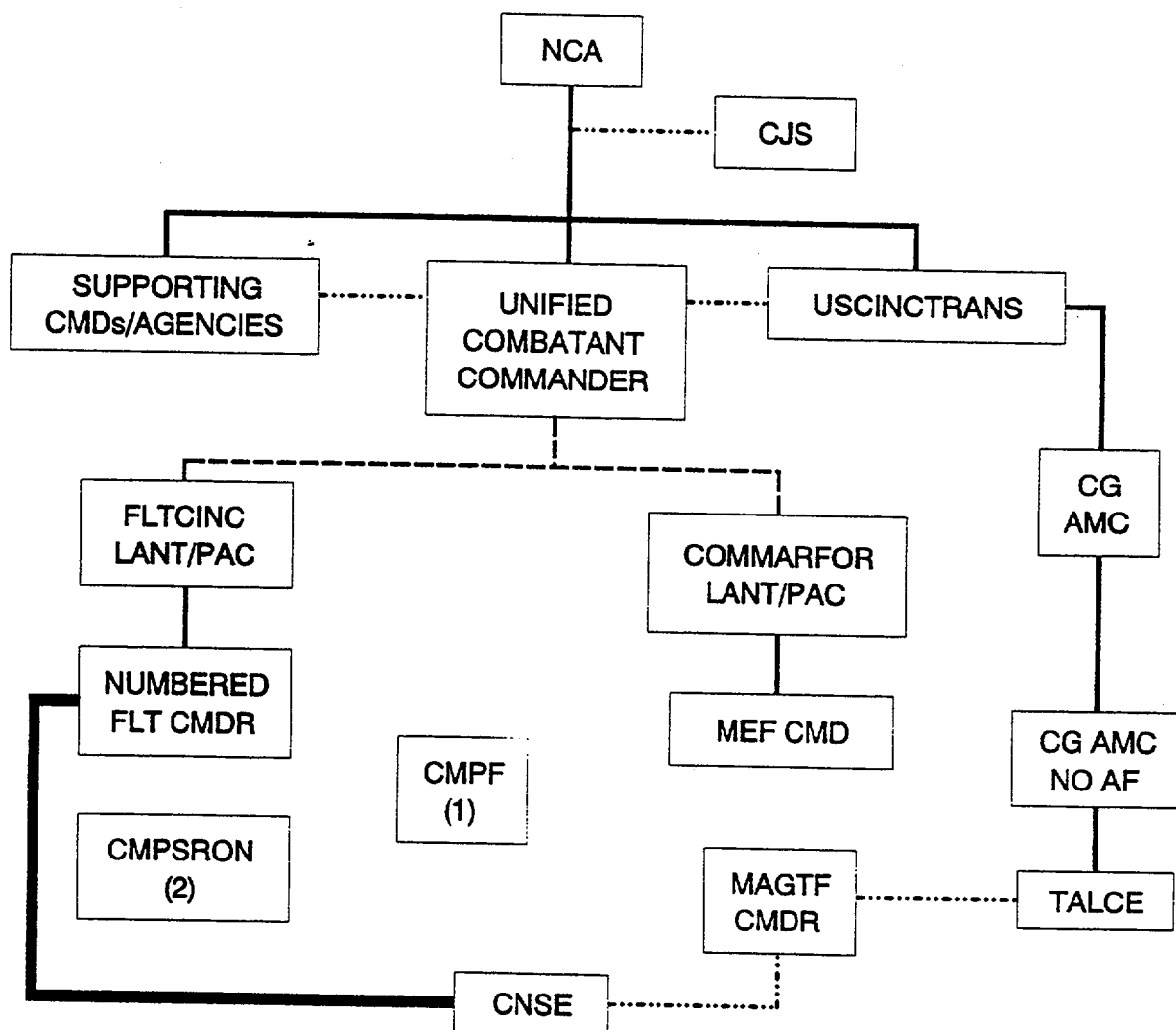
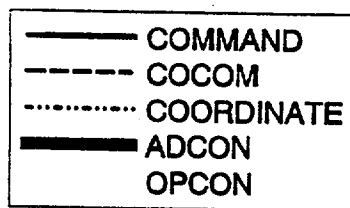


Figure 2-3. MPF Movement Phase — Independent (Sheet 2 of 2)

MPF ARRIVAL AND ASSEMBLY PHASE (INDEPENDENT OPERATIONS)

Begins on arrival of first MPS or first FIE aircraft at designated AAA. Ends when the MAGTF is ready to commence its assigned operations ashore and the designated supported commander approves the recommendation, submitted by the MAGTF commander via CMPF, to terminate the operation. Subsequent operations and movements to those operations are not considered part of the MPF operation.

CMPF

- OPCON to numbered fleet commander or as directed.
- Retains OPCON of COMPSRON, CNSE, and MAGTF commander.

MAGTF COMMANDER

- OPCON to CMPF.
- Coordinates with NSE and MPSRON.
- Supported by TALCE at the arrival airfield.
- ADCON remains with MEF CG.

CNSE

- OPCON to CMPF.
- Coordinates with COMPSRON and MAGTF commander.
- ADCON remains with numbered fleet commander.

COMPSRON

- OPCON to CMPF.
- ADCON to COMSC through MSC area commander.
- Coordinates with CNSE and MAGTF commander.

Figure 2-4. MPF Arrival and Assembly Phase — Independent Operations (Sheet 1 of 2)

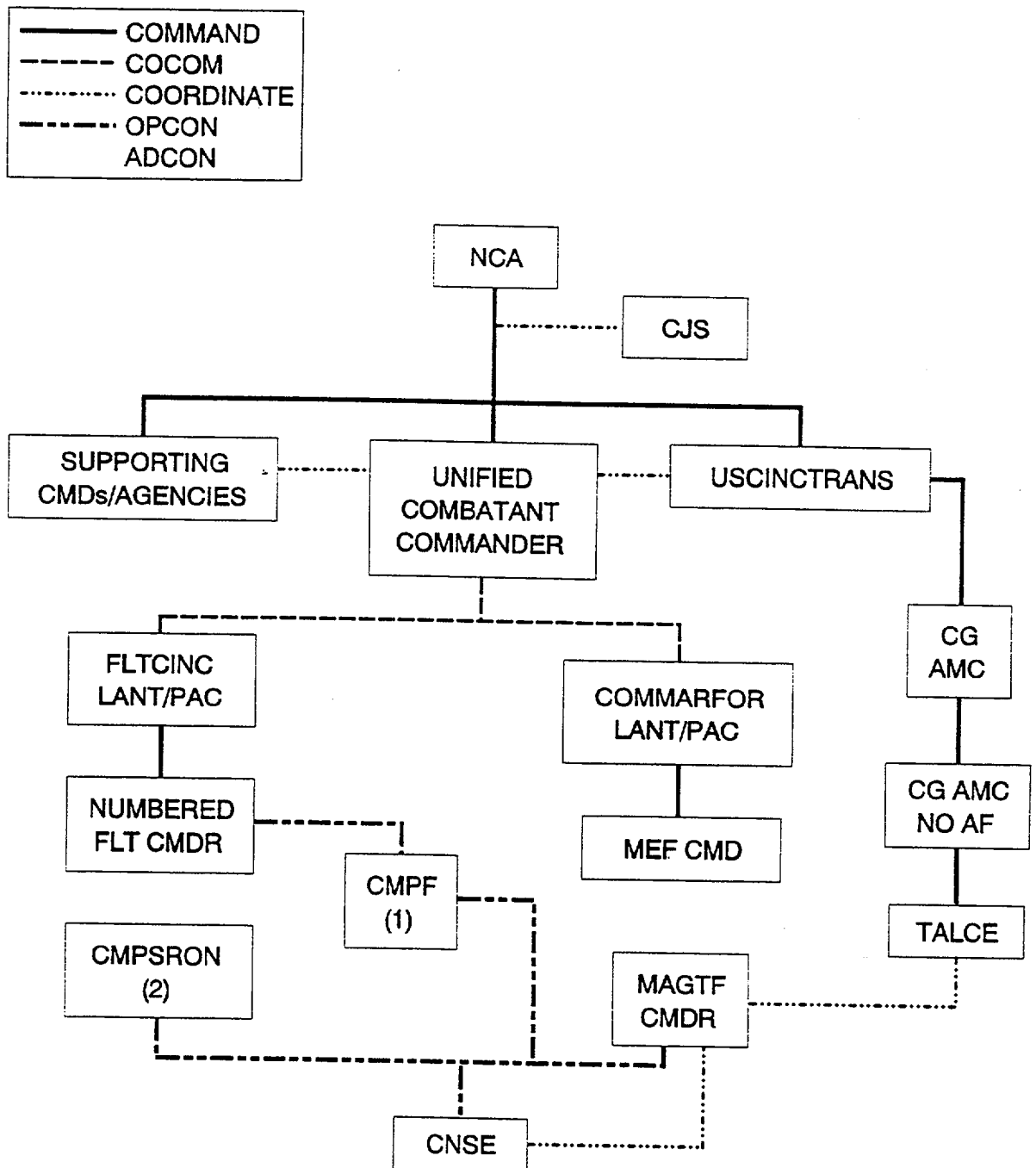


Figure 2-4. MPF Arrival and Assembly Phase — Independent Operations (Sheet 2 of 2)

**MPF PLANNING PHASE
(AUGMENTATION OPERATIONS)**

Begins with receipt of warning order and is continuous through completion of operation.

CATF

- OPCODE to numbered fleet commander or as directed.
- Subsumes CMAP functions.

CLF/MAGTF COMMANDER

- OPCODE to numbered fleet commander or as directed.
- Subsumes MPF MAGTF commander functions; however, may delegate below functions or portions of same to a subordinate commander within LF.
 1. Reports for planning to CLF, OPCODE may pass to CLF as directed.
 2. Coordinates with COMPSRON and CNSE.
 3. Prepares to deploy OPP and SLRP.

CNSE

- Reports for planning to CATF.
- OPCODE/ADCON to numbered fleet commander.
- Coordinates with MAGTF and COMPSRON.

COMPSRON

- OPCODE to numbered fleet commander.
- ADCON to COMSC through MSC area commander.
- Reports to CATF for planning.
- Coordinates with CNSE and MAGTF commander.

Figure 2-5. MPF Planning Phase — Augmentation Operations (Sheet 1 of 2)

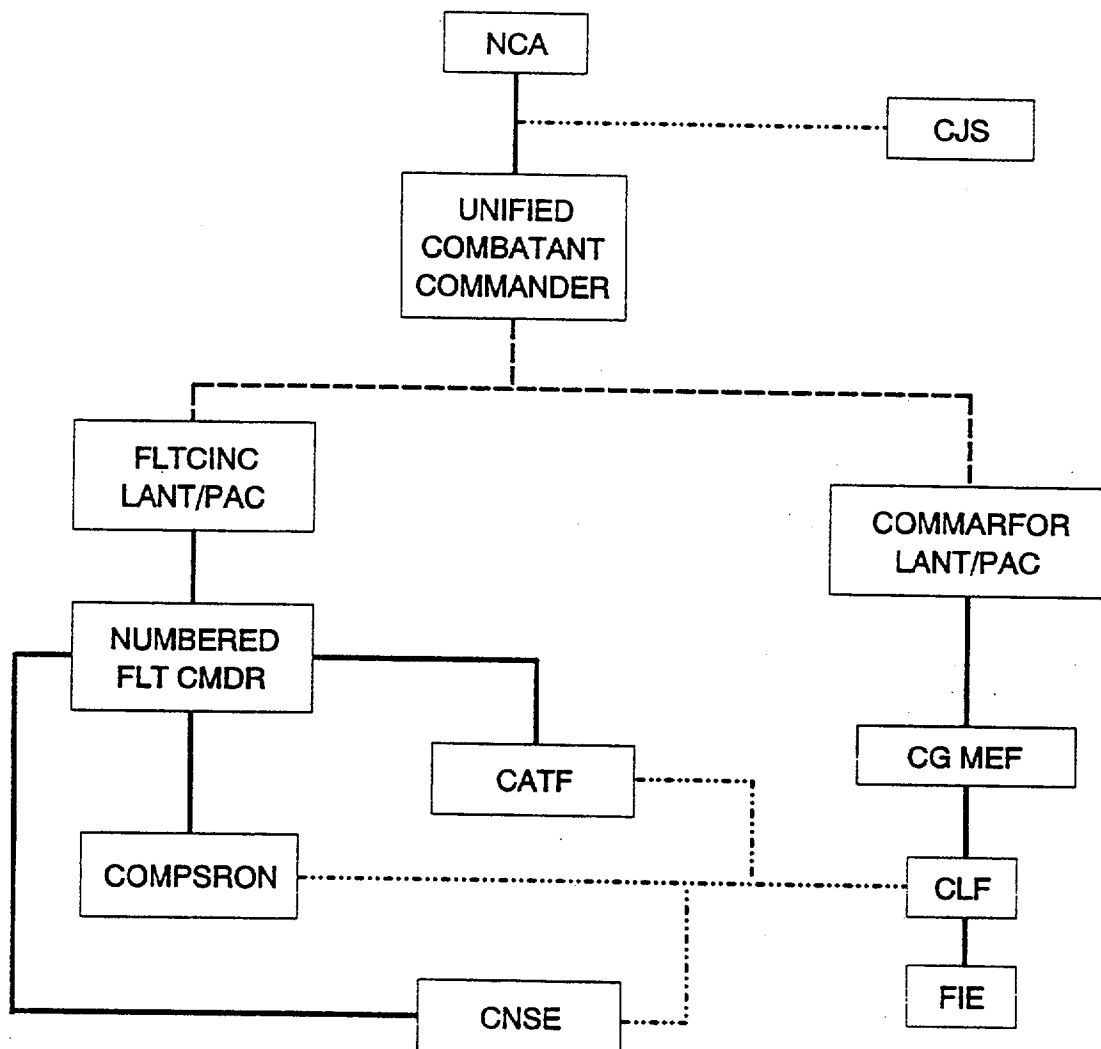
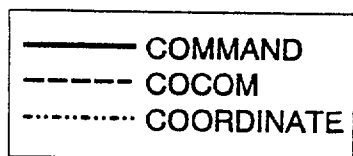


Figure 2-5. MPF Planning Phase — Augmentation Operations (Sheet 2 of 2)

**MPF MARSHALING PHASE
(AUGMENTATION OPERATIONS)**

Begins on arrival of first element at designated marshaling point. Ends on departure of last element from departure airfield.

CATF

- OPCON to numbered fleet commander or as directed.
- Subsumes CMPF functions.

CLF/MAGTF COMMANDER

- OPCON to numbered fleet commander or as directed.
- Subsumes MPF MAGTF command functions; however, may delegate below functions or portions of same to subordinate commander within LF.
 1. Coordinates with COMPSRON.
 2. Coordinates with ALCE.
 3. Coordinates and supports marshaling and subsequent movement of NSE.
 4. Assembles OPP and SLRP for movement.

CNSE

- Reports to MAGTF commander for marshaling and subsequent movement.
- Coordinates with COMPSRON.
- ADCON remains with numbered fleet commander.

COMPSRON

- OPCON to numbered fleet commander.
- ADCON to COMSC through MSC area commander.
- Coordinates with CNSE and MAGTF commander.

Figure 2-6. MPF Marshaling Phase — Augmentation Operations (Sheet 1 of 2)

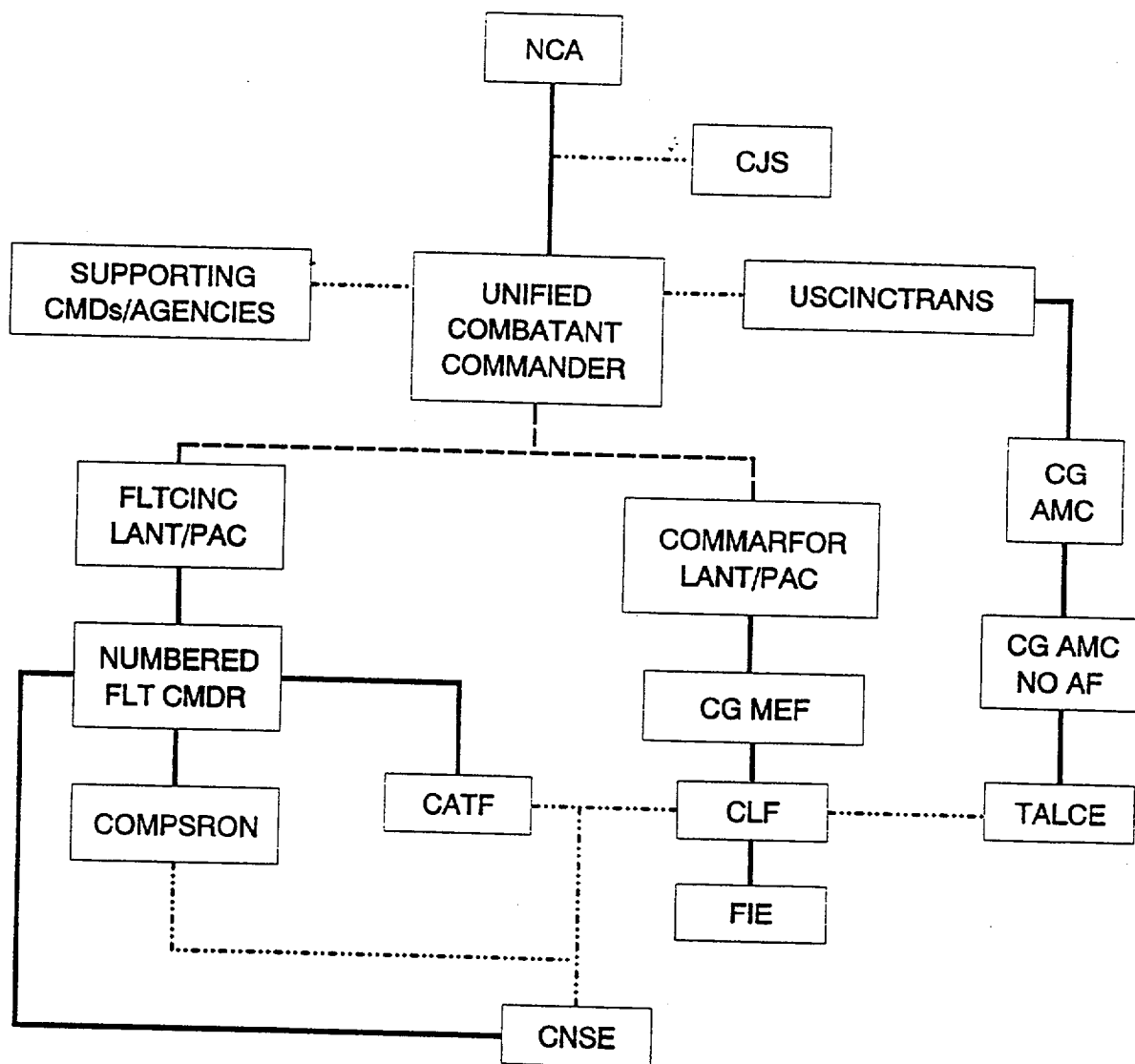
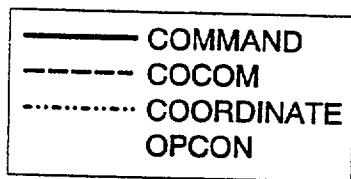


Figure 2-6. MPF Marshaling Phase — Augmentation Operations (Sheet 2 of 2)

**MPF MOVEMENT PHASE
(AUGMENTATION OPERATIONS)**

Begins on lift-off of first aircraft from departure airfield or when MPSRON begins transit to designated AAA.
Ends when last FIE aircraft and last MPS arrive at the offload point.

CATF

- OPCON to numbered fleet commander or as directed.
- Subsumes CMPF functions.
- Assumes OPCON of CNSE.

CLF/MAGTF COMMANDER

- Assumes OPCON of MPF MAGTF organizations.
- Subsumes MPF MAGTF commander functions; however, may delegate below function or portions of same to subordinate commander within LF.
 1. Coordinates and supports movement of CNSE.
 2. Coordinates with COMPSRON.
 3. Coordinates with supporting TALCE.

CNSE

- OPCON to CATF.
- Coordinates with COMPSRON and MAGTF commander.
- Deploys with MAGTF.
- ADCON remains with numbered fleet commander.

COMPSRON

- OPCON to numbered fleet commander.
- ADCON to COMSC through MSC area commander.
- Coordinates with MAGTF commander and CNSE.

Figure 2-7. MPF Movement Phase — Augmentation Operations (Sheet 1 of 2)

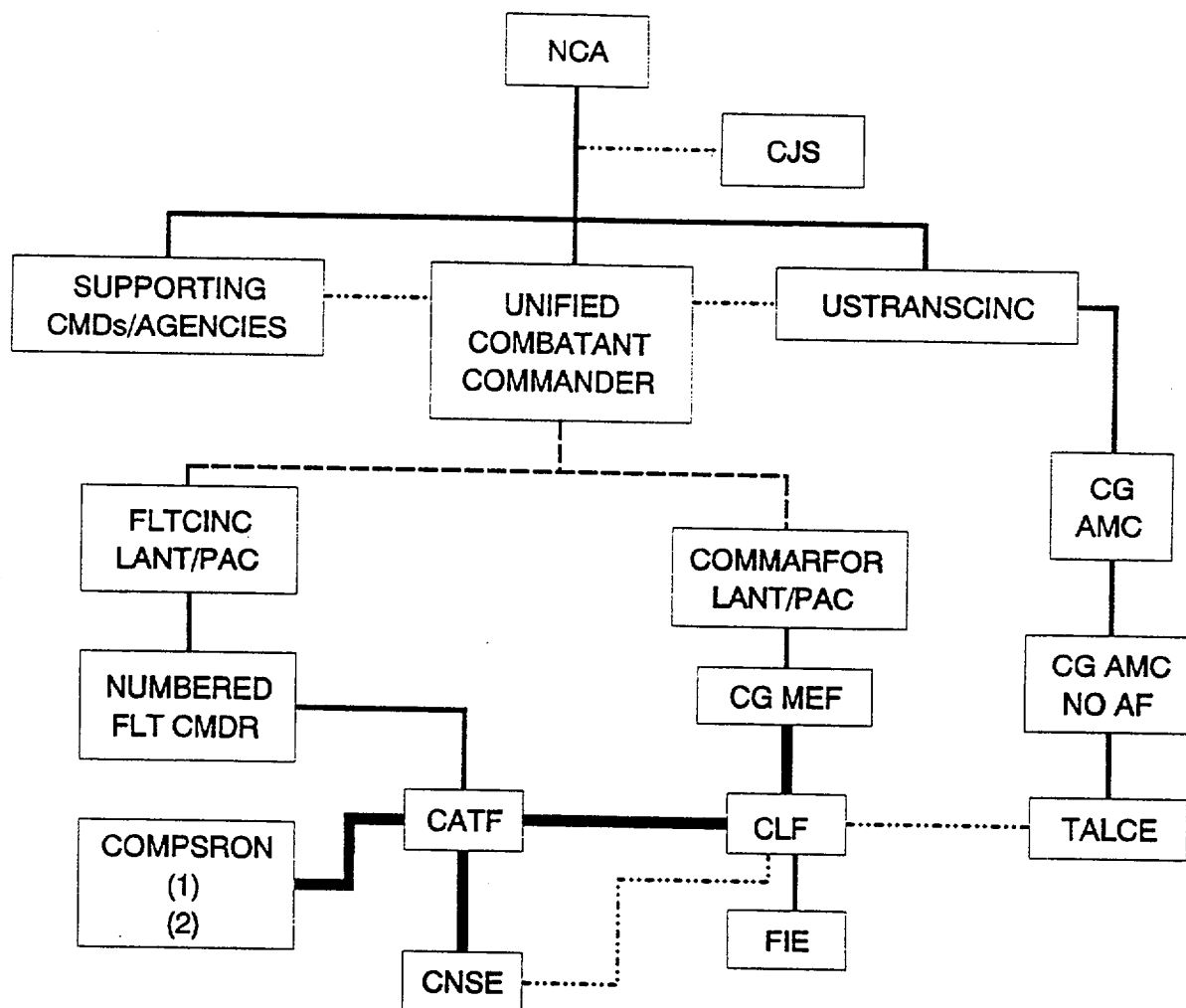
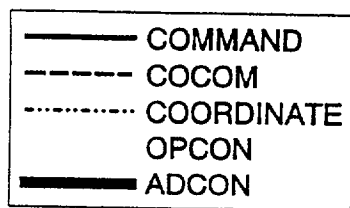


Figure 2-7. MPF Movement Phase — Augmentation Operations (Sheet 2 of 2)

MPF ARRIVAL AND ASSEMBLY PHASE (AUGMENTATION OPERATIONS)

Begins on arrival of first MPS or first FIE aircraft at the designated AAA. Ends when MPF operation is terminated.

CATF

- OPCON to numbered fleet commander or as directed.
- Assumes OPCON of MPSRON.
- Assimilates NSE and MPSRON.

CLF/MAGTF COMMANDER

- OPCON to CATF.
- Subsumes MPF MAGTF commander functions; however, may delegate below functions or portions of same to subordinate commander within LF.
 1. Coordinates with CNSE and COMPSRON.
 2. Supported by TALCE at arrival airfield.

CNSE

- Assimilated into ATF.
- OPCON to CATF.
- ADCON remains with numbered fleet commander.

COMPSRON

- Assimilated into ATF.
- OPCON to CATF.
- ADCON remains with COMSC.

Figure 2-8. MPF Arrival and Assembly Phase — Augmentation Operations (Sheet 1 of 2)

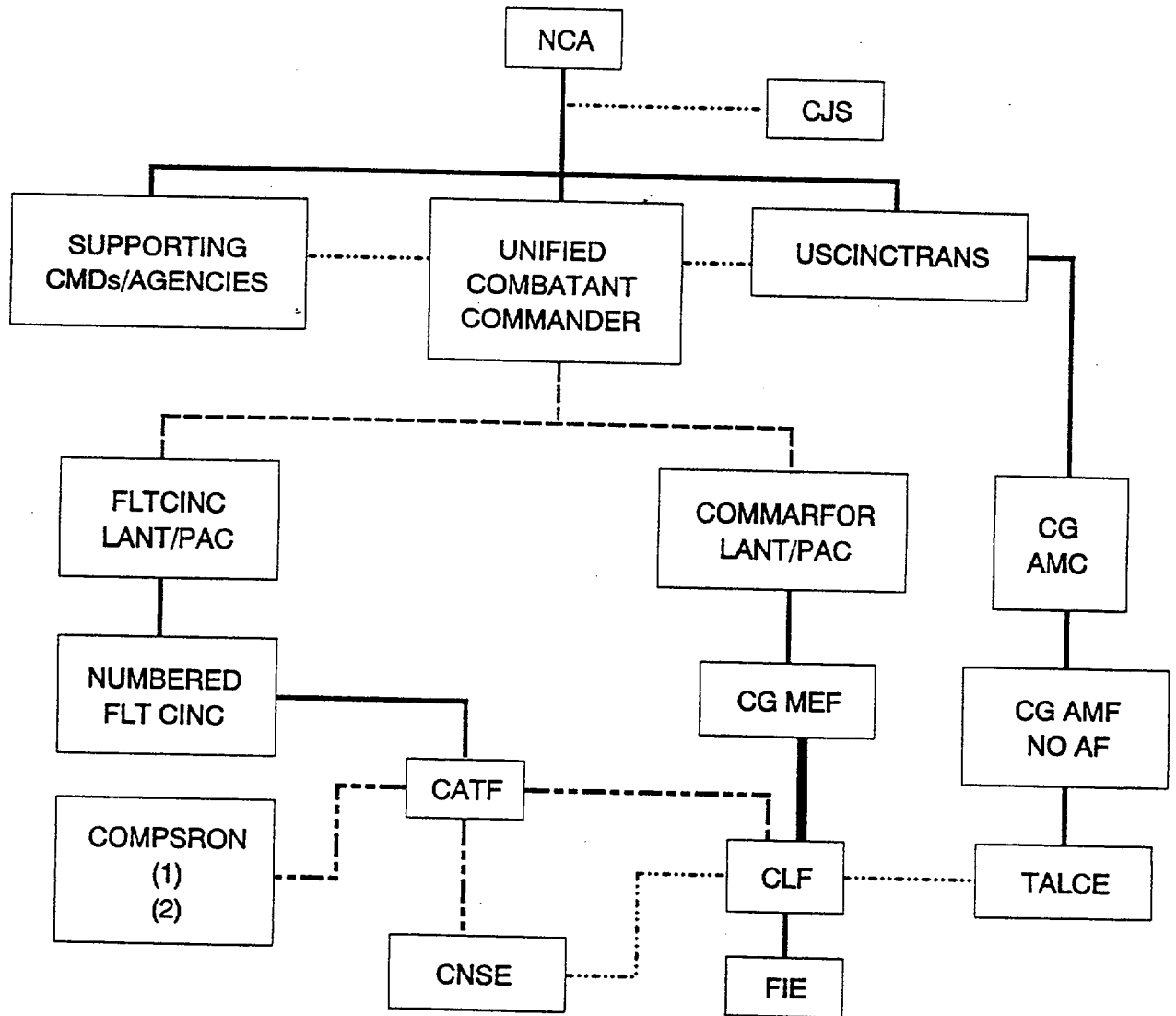
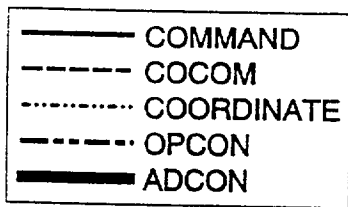


Figure 2-8. MPF Arrival and Assembly Phase — Augmentation Operations (Sheet 2 of 2)

CHAPTER 3

Operational Planning

3.1 APPROACH TO PLANNING

An MPF operation is essentially naval in character, but is dependent on support from the JDC, most notably, the AMC of USCINCTRANS. Deployment planning efforts use the JOPES, which addresses contingency (deliberate) planning and execution (time sensitive or crisis) planning. MPF deliberate/time-sensitive planning and operations support contingency responses by the unified combatant commanders. Detailed descriptions of these planning processes are available in the JOPES procedural manual. A third broad category of planning is service planning that is necessary to support, maintain, and update the prepositioned elements. For additional details see Appendix B.

Because of the limited deployment means, time constraints, and the fact that most MPF operations will cross unified command boundaries, it is essential that continuous coordinated, detailed, timely, and concurrent planning occur.

The thrust of MPF JOPES-related planning is concerned with deployment, but deployment operations are based on detailed employment, combat service support, and sustainment operations planning. MPF element commanders must begin concurrent planning for employment and sustainment operations.

3.2 CONTINGENCY PLANNING

3.2.1 General. A contingency plan is a unified commander's estimate of how to deploy and employ forces for a prospective military operation, the exact nature and scope of which is conjecture. Contingency plans serve as the basis for execution planning after enemy intentions and capabilities, U.S. political objectives and supporting military objectives, actual friendly force availability, and alliance/other nations' actions are better known.

Each unified commander uses JOPES to develop contingency plans in accordance with tasks and priorities established in the Joint Strategic Capabilities

Plan. One of the objectives of JOPES is to apportion common-user transportation for specific plans.

Fleet participation in JOPES aims to ensure that naval capabilities are employed to best advantage, and that fleet requirements for common-user strategic mobility assets are identified. Initial naval force deployment data is based on force requirements developed during deliberate planning or the course of action development phase of time-sensitive planning. This data is tailored for actual missions in execution planning.

All service components develop plans to support a unified commander's contingency plans. Consequently, FLTCINCs or some TYCOMs may develop contingency plans to support theater level contingencies. These plans fall into two categories:

1. Plans for operations in a specific geographic region
2. General deployment plans without regard for ultimate mission or objective area.

3.2.2 Planning for Operations in a Specific Geographic Region. The fleet or joint plan may require either an independent or augmentation MPF operation.

In an independent MPF deployment, the procedures laid out in paragraph 3.3 are used, except that many assumptions regarding the enemy and friendly situations are required.

In an augmentation operation, as part of a larger force, commanders at the highest Navy and Marine Corps task force levels must coordinate the planning effort. They must provide coordination and control over the MPF FIE, MPSRON, logistics pipeline, and if required or employed, an AFOE, aviation logistics support ship (T-AVB), and hospital ship (T-AH). Proper time phasing is essential to avoid throughput congestion at the available ports, beaches, and airfields. See paragraph 3.7 for planning considerations associated with augmentation operations.

Specific area-oriented contingency plans permit the collection of detailed information regarding the objective area, airfield, ports, beaches, and facilities useful for MPF deployment.

3.2.3 General Deployment Planning. In the absence of specific JS-tasking planning requirements, but to provide a starting point for execution planning, potential MPF commanders should develop deployment plans. Foremost in these plans should be the thought that deployment is not the objective; it is a means to an end. The MAGTF mission dictates what to deploy and how to deploy it.

JOPES Volume I contains the general formats and contents of operation and concept plans. The MAGTF commander develops TPFDD that reflects MAGTF and NSE FIE movement requirements. These notional TPFDDs are based on notional delivery timelines. Notional destinations are included pending execution planning. Execution planning completes the process through update of the notional TPFDD utilizing standard JOPES procedures. The updated TPFDD then serves as a means for:

1. Registering the MPF airlift requirements to AMC
2. Providing the composition of the MAGTF and NSE to military commanders at all levels.

Effective deployment planning requires the participation of the prospective MPF element commanders. Based on the MAGTF commander's requirement for the sequential establishment of operational capabilities in the objective area, the element commanders recommend TPFDD updates during both deliberate and crisis action time-sensitive planning. Buildup of combat service support (including NSE) and command/control must precede introduction of combat elements to conduct the offload and issuance of MPE/S before the MAGTF can prepare for subsequent combat operations.

The MAGTF prepares a generic plan for the timely offload and issuance of MPE/S in the AAA and develops an arrival and assembly plan.

The deployment plan is developed as a flexible, easily modified plan. When completed, the plan is incorporated into an operation order during execution planning. Execution planning features inverse planning based on the ultimate operational employment of the MAGTF. A specific mission and the force requirement to achieve that mission requires modifications to the TPFDD. Those modifications and the available port/beach/airfield facilities in the AAA will influence the deployment and arrival and assembly plans.

3.2.4 Prospective AAA Assessment. Unified commanders (in association with the fleet, numbered fleet, and type commanders with a role in MPF deployment) should develop data on prospective AAAs. Information concerned with port, beach, and airfield facilities; availability of hardstand and warehousing for assembly, staging and storage areas; water, power, and local communications; and prospective host nation support is required to support execution planning. This is a long-term collection effort with continuous file maintenance requirements.

3.2.5 Refinement of MPF Plans. Adequacy of MPS load plans must be continually assessed by MEF commanders, and these assessments provided to the coordinating authorities. The need to adjust load plans and TPFDDs will change as new equipment is introduced and experience gained. Adjustments can be made during ship maintenance cycles or following MPF exercises.

3.2.6 Use of the Contingency Plan. Once a contingency plan is prepared and approved, it serves as the basis for refinement and preparation necessary to execute that plan. The assessment of the situation continues, and intelligence planning and collection efforts (e.g., reconnaissance and surveillance taskings) focus on essential elements of information to verify or refute assumptions. Major changes in a situation require reanalysis of the mission and reexamination of the commander's concepts of employment, deployment, and organization. As appropriate, the plan is revised or dismissed and a new planning sequence initiated.

3.3 EXECUTION PLANNING

Execution planning prepares for the actual commitment of forces when conflict is imminent. At the national and unified command level, this includes crisis action procedures established in JOPES. At theater and task force level, it includes preparation for deployment and initial employment of forces. Execution planning provides the transition from peacetime posture to the conduct of military operations. Time available for execution planning is greatly compressed, and requires abbreviation of steps and procedures throughout. Availability of current contingency plans and unit SOPs is essential to compressed execution planning. A supported CINC or designated representative will make and promulgate basic decisions. Specific tasks related to execution planning for MPF operations are detailed in paragraph 3.5.

3.4 BASIC DECISIONS

The following decisions must be made to proceed with detailed planning.

3.4.1 Mission. In initiating an MPF operation, the unified combatant commander and/or fleet commander determines the need for a MAGTF deployment, and the MAGTF's subsequent tasks. The MAGTF mission is the basis for all further planning evolutions, and is the basis of the MPF MAGTF's mission as a whole. The MPF mission focuses on expeditious deployment, and assembly and employment of the forces to meet the requirements of the MAGTF commander, but may also include tasks in support of other operations in the objective area, such as employment of MPF lighterage to augment other STS movements. The mission order usually delineates the general area of operations, required tasks of the MAGTF, general time period for the deployment, required time for operational capability, time constraints on deployment operations (e.g., availability of aircraft), and estimated duration of tactical operations.

3.4.2 Command Relationships/Arrangements. Higher authority will establish command relationships to minimize disruption of command and control of MPF operations during the transition from planning through deployment and execution phases. Supported and supporting CINCs will include command relationships in their operations directives. Fleet commanders will designate CMPF and define relationships within the initiating directive. CMPF will ensure that relationships are established within the force, and recommend additions/changes for external relations as required (Chapter 2 pertains).

3.4.3 Basic Concept for Tactical Operations Ashore. The basic concept for a MAGTF's tactical operations is derived from the MAGTF's mission. This concept determines the conduct of the MPF operation.

On receipt of a mission, a MAGTF commander (in conjunction with the augmented commander, if applicable) conducts a mission analysis and establishes a basic concept for tactical operations. This concept is coordinated with the CMPF as well as supported CINC/joint force commander(s).

Principal considerations in the concept are the same as for other tactical operations.

The concept for tactical operations ashore provides the following:

1. Objectives
2. Scheme-of-maneuver ashore
3. General fire support plan
4. Concept for logistics support

5. Concept for aviation operations

6. Tactical force list and preferred arrival sequence.

3.4.4 Concept for Arrival and Assembly. This concept consists of the basic sequence for arrival and assembly, selection of offload sites, procedures for command and control, and a proposal for offload of supplies and equipment to include bulk liquids.

Development of this concept is dictated by the mission, geography, topography, available facilities, and the tactical concept for MAGTF operations ashore. The MAGTF commander develops the arrival and assembly concept in coordination with the NSE and MPSRON commanders, and submits it to CMPF for approval.

The selection of beaches for instream offload, ports for pierside offloads, arrival airfields, element assembly areas, and anchorages is described below. Although treated separately, these factors are interrelated (e.g., the offload may consist of a combination of instream and pierside).

In augmentation operations, the below planning is the responsibility of CATF in coordination with CLF or the MARFOR commander.

3.4.4.1 Beaches (Instream Offload)/Ports (Pierside Offload). As in amphibious operations, the MPF MAGTF commander, in consultation with COMPSRON and CNSE, determines beaches and/or ports for offload. The SLRP is the agency that performs this function for the MPF MAGTF commander. The primary concern is the speed with which the MAGTF is made combat ready, however, Navy concerns must be considered and accommodated. These selections are forwarded to CMPF for approval. Any differences that arise on this issue are resolved by CMPF. The supported CINC, in conjunction with the country team, assists the SLRP to obtain host nation concurrence and support.

3.4.4.2 Arrival Airfield. CMPF, based on the recommendation of the MAGTF commander (after coordination with supported CINC/JTF commander) selects the arrival airfield. This choice should be approved by USCINTRANS because of the potential impact on other theater operations. Identification of the arrival airfield must be considered in conjunction with port/beach selection. Detailed considerations are contained in Chapter 7.

3.4.4.3 MAGTF Assembly Areas. The MAGTF assembly areas are selected by the MAGTF commander to support expeditious assembly of forces and transition to tactical operations.

3.4.4.4 Anchorages. Explosive safety quantity distance arcs, anchorage depth, bottom type, currents, and distance to shore must be considered when anchorages for MPS(s) are assigned.

3.4.5 Concept for Marshaling and Movement. After the basic plans for tactical operations and arrival and assembly are formulated, a marshaling and movement plan is developed.

Ship movement is planned by the numbered fleet commander, in coordination with CMPF, to facilitate embarkation of the OPP and to ensure the coordinated arrival of the MPSRON in the objective area with associated airlifted forces. Ship movements may be directed as a political-military signal in advance of the arrival of the airlifted elements; but normally ships are timed to arrive not later than 24 hours after the arrival of the initial airlifted elements. Normally, the SLRP deployment is timed to place it in the operating area 5 to 7 days before ship arrival.

Air movement is planned by the MAGTF commander in coordination with supported unified combatant commanders/JTF commanders and other commands as required. The air movement plan contains the organization on the air movement into units and elements, and the general phasing of the air movement. Based on the general air movement plan, the MAGTF commander uses JOPES procedures to update the TPFDD and submits it to higher, adjacent, and supporting commanders. To update the TPFDD, the MAGTF commander must incorporate the detailed data submitted by the MAGTF elements. The NSE portion of the TPFDD is developed by the fleet CINC and is coordinated with the MAGTF commander for appropriate flight sequencing and priorities.

3.4.6 Control Measures. Certain control measures must be decided early in the planning process. Generally, these measures are grouped into two categories, those affecting marshaling and those affecting movement. They include the following:

1. Marshaling control considerations

- a. Marshaling areas
- b. OPSEC
- c. Inspections
- d. Briefings
- e. Ground movement to APOEs

- f. Load procedures
- g. Organization of APOEs
- h. Deployment support
- i. Family assistance
- j. Execute ULN sequence in accordance with TPFDD
- k. Provisions for remain behind equipment, supplies, and personal effects.

2. Movement control considerations

- a. Sea movement concept (numbered fleet commander)
 - (1) Closure estimate
 - (2) Track
 - (3) En route stops
 - (4) Escort requirements.
- b. Air movement concept (MAGTF commander)
 - (1) General staging and overflight coordination
 - (2) Sequence of deployment
 - (3) Flight ferry routes
 - (4) Aircraft load factors
 - (5) Aerial refueling areas
 - (6) En route support concept
 - (7) En route support base
 - (8) Airlift tempo and throughput coordination
 - (9) Required delivery dates at destination
 - (10) Earliest arrival dates and latest arrival dates.

3.4.7 Special Considerations. Special considerations are measures required to specify security responsibilities, to include emergency defense of the MPF during movement and arrival and assembly. These

measures range from establishment of various security/exclusion zones under international law (as in the case of an independent MPF operation) to a more traditional AOA for augmentation operations. These control measures clearly define mission responsibilities for the following:

1. Air space control
2. Area air defense
3. Ground security
4. Sea security areas, including ports
5. Fire support coordination.

The measures also establish responsibilities for emergency defense and rules of engagement. Control measures are ultimately the responsibility of the unified commander (in coordination with the country team) who is responsible for the area of operation. The unified commander(s) must approve the measures, but this can be coordinated by a numbered fleet commander or designated subordinate task force commander charged with conducting the MPF operations.

Special considerations also include measures required to preclude interference and assure expeditious arrival and assembly of deploying forces. These measures consist of assigning areas of responsibility ashore and designating coordinating authorities, main supply routes, intermediate staging areas, etc. The MAGTF commander normally determines these measures once basic decisions with regard to offload and reception sites are established. One such measure is the establishment of the AAA. This area is designated by CMPF, based on recommendations received from the MAGTF commander. Moreover, the AAA must be approved by the unified commander, in conjunction with the host nation. The AAA is administrative in nature and does not denote command of a geographic land area. Such an area may be inside an AOA. Within the AAA, CMPF is responsible for coordination of the following:

1. Prioritization and use of airfield(s), port and beach facilities, and road networks
2. Air traffic control
3. Logistics support activities.

3.4.8 Security. Security is the responsibility of the supported and supporting CINCs. Use of the word "security" is appropriate in benign or less threatening environments, but in reality the meaning is defense of the

MPF. MPSs may transit to a benign AAA, and the supported CINC is responsible for security at the AAA, but the MPSRON/MPSs may transit through hostile areas to reach that AAA; CINCs, FLTCINCs, and numbered fleet commanders are responsible for the defense of the MPSRON/MPSs while in that particular commander's AOR. The supported CINC will determine host nation security support availability and will establish additional measures to support the security effort. This responsibility may be delegated to a subordinate commander capable of providing adequate security. Appropriate forces for security must be provided to protect the MPF. These security considerations (see Appendix H) should include specific responsibility assignments for:

1. Ships en route and in the arrival and assembly area
2. En route support bases/facilities
3. Arrival airfield(s)
4. MAGTF element assembly areas
5. Port/beach facilities.

3.5 ACTIONS/ACTIVITIES OF COMMANDS

3.5.1 General. The following are the phases of crisis action procedures and descriptions of those actions that are unique to MPF operations. These activities embrace a range of actions at all levels of command, from the NCA through MPF elements.

3.5.2 Warning Phase

3.5.2.1 General. The warning phase is the period of time between recognition of a crisis and an NCA decision to begin planning for military action. Consistent with JS CAS, activities during this warning phase normally begin with promulgation of a JS warning order. This order usually sets a deadline for the submission of a response to JS by the supported CINC and USCINTRANS.

3.5.2.2 JS/CINC/FLTCINC/Numbered Fleet Commander Planning. The warning order generates initial appraisals of military options and capabilities. The supported CINC provides supplementary detail for mission refinement and identification of alternative courses of action, either through modification of an existing contingency plan or development of new options. Service components and other supporting commands are tasked to provide advice, focusing on alternative courses of action, constraints, and identification of major combat forces and transportation requirements.

Numbered fleet commanders report capabilities and limitations to FLTCINCs and assist in development of naval courses of action. Based on the available information, the supported CINC constructs a commander's estimate for submission to JS. USCINCTRANS examines preliminary movement data, assesses requirements, prepares preliminary closure estimates, and submits them to JS. As a separate action, a unified CINC in an MPSRON's OPCON chain of command may direct the NCC to commence the transit of that MPSRON toward the objective area. Specific actions follow.

3.5.2.2.1 Review and Update Force List. As early as practical during the warning phase, forces to deploy must be identified. Throughout this phase, TYCOMs are responsible to ensure review and update of the force list. Major factors that will influence this process include the current notional force lists, the extent to which operational requirements of the potential mission can be identified, and the availability of sufficient NSE assets to support the operation. Provision should be made for liaison between the supported and supporting CINCs to ascertain the current status of MPF forces. For example, an MPS may not be available because of its maintenance cycle or an exercise.

3.5.2.2.2 Deployment of OPP and SLRP. Two unique requirements of an MPF operation are preparation of the ships and MPE/S prior to arrival in the operating area, and assessment of the port/beach and arrival airfield prior to arrival of the FIE. Planners should request authority from the supported unified combatant commander for the earliest possible deployment of the OPP and SLRP. Repositioning of the MPSRON may dictate early deployment of the OPP. Early deployment of the SLRP is required to validate geodetic, hydrographic, and facilities data for the operation. A decision to deploy the SLRP is based on the political implications of such a movement, the force's knowledge of the operating area, and the security situation.

3.5.2.2.3 Repositioning of MPS Squadron. During peacetime operations, MPSRONs are usually forward deployed. Repositioning of the MPSRON may be directed by JS during the warning phase. The early repositioning of the MPSRON will reduce force closure times. Under normal operating conditions, MPSRONs can get underway within 24 hours of movement notification.

3.5.2.2.4 Mobilization of Selected Reserves. The NSE may require mobilization of reserve personnel for offload operations. It may be necessary to request this activation on receipt of the warning order. Specific reserve requirements will vary with the type of offload, offload time requirements, and other commitments of

the NSE. Other reserve requirements must be addressed by the cognizant service.

3.5.2.2.5 Activation of Aviation Logistics Support Ship (T-AVB) and Hospital Ship (T-AH). The T-AVB and T-AH, although not part of the MPF, can be employed in support of MPF operations. Their use should be considered during the warning phase. Detailed ships' characteristics are listed in Appendix A.

3.5.2.2.6 Liaison with USCINCTRANS/Supporting Agencies. The supported and supporting CINCs should establish early liaison with USCINCTRANS and other supporting agencies involved in force deployment. This liaison is necessary to ensure that proper and timely information exchange occurs. A refined TPFDD must be made available to USCINCTRANS, and specific arrangements for the movement of forces must be coordinated with USCINCTRANS.

3.5.3 Alert Phase

3.5.3.1 General. Although preliminary planning began during the warning phase, and deliberate planning is an ongoing process under JOPES, the issuance of a JS alert order and the FLTCINC'S initiating directive mark commencement of the initial planning phase and formal execution planning.

An initiating directive, or similar order, is issued by the affected FLTCINC on receipt of a JS alert order. It provides commanders with vital information concerning the mission, forces assigned, command relationships, and other fundamental issues required for initial planning of a specific operation. Appendix D contains a sample initiating directive.

On receipt of the initiating directive, the MAGTF, MPSRON, and NSE-commanders report to CMPF. Together, they conduct formal coordinated planning based on a detailed analysis of the assigned mission and CMPF's concept (in augmentation operations, responsibility for development of the OPORD is dependent on the command relationship of the MPF to the augmented force). CMPF then prepares an OPORD incorporating this analysis. CMPF's concept will include as a minimum:

1. Concept of operations — CMPF will state the intent for execution of the mission and clearly define the type of MPF operation (i.e., augmentation or independent).
2. Concept for deployment — CMPF will clearly state the plan for deployment of the MPSRON and

MAGTF with NSE to the theater. Contained in this concept are specifics concerned with early repositioning of the MPSRON, with or without movement of the OPP, and desired closure/arrival dates.

3. Concept for arrival and assembly — The general plan for pierside or instream offload, or a combination of the two, must be stated. Intentions for fuel and water discharge must also be promulgated.

4. Concept for logistics support — CMPF promulgates intentions for a resupply pipeline, in-theater support, or a combination of the two. Specific support requirements for the MAGTF ACE must be mentioned.

3.5.3.2 USCINTRANS Planning Deadlines.

USCINTRANS coordinates and monitors MPF deployment activities through JOPEs, which also enables JS and the supported and supporting CINCs to monitor the MPF deployment status. To effectively coordinate its responsibilities, USCINTRANS, after coordination with supporting and supported CINCs, will establish and promulgate a planning deadline for submission of MPF JOPEs movement requirements.

3.5.4 Execution Phase

3.5.4.1 General. The execution phase of an MPF operation begins with the issuance of a JS execute order. On receipt of this order, the supported CINC coordinates with supporting commanders and agencies regarding final preparations for the deployment of the MPF. Supporting commanders and agencies issue their OPORDs. Strategic deployment of the MPF commences while concurrent planning continues.

3.5.4.2 OPORDs. OPORDs are promulgated as directed by FLTCINCs. Supporting commanders and agencies will publish OPORDs as required. MPF elements will publish OPORDs that reflect current mission. These OPORDs usually reflect reliance on use of previously prepared unit SOPs.

3.5.4.3 Time Phased Force Deployment Data Update and Closure Estimates. The deployment TPFDD will require update and maintenance throughout strategic movement of the MPF. Updated closure estimates may require minor modifications to the TPFDD. USCINTRANS, in conjunction with the supported and supporting CINCs, will coordinate all TPFDD changes.

3.5.4.4 Refinement of Basic Decisions. Operational considerations such as security/defense in the area of operations, throughput constraints at the arrival

airfield or port/beach area, and possible strategic lift shortfalls, may require refinement and modification of basic decisions. Ultimate responsibility and authority to modify basic decisions rests with the supported CINC.

3.6 OTHER PLANNING CONSIDERATIONS

3.6.1 Aviation Planning. Introduction of MPF elements by air involves strategic airlift of personnel, equipment, and helicopters, and the self-deployment (flight ferry) of the MAGTF's aircraft.

3.6.1.1 Initial Employment Considerations

3.6.1.1.1 Arrival Airfield. The arrival airfield must meet the requirements set forth in Chapter 6. If the arrival airfield and fixed-wing base of operations are separate airfields, no conflict will exist and the ACE aircraft may deploy to the base of operations prior to completion of the airlift. However, should one field serve both, and security or operational considerations require early employment of fixed-wing aircraft during FIE arrivals, the impact on throughput will be significant and probably adverse. The following factors must be considered when selecting the arrival airfield:

1. Host nation airfield facilities may require expansion and/or duplication.

2. Capacity of approaches and traffic pattern — For example, ramp space, capacity of visual and instrument approach, and departure procedures for the airfield will affect throughput. (To enhance airfield capability, expeditionary visual and instrument approach assets will embark early in the FIE.)

3. Base loading — Space and facilities may not be available. Typically, the better the facility, the more likely its full use by host nation organizations.

3.6.1.1.2 Additional Airfields. The desirability to separate fixed- and rotary-wing operations, and parking space limitations may indicate a need for an additional airfield to accept immediate redeployment of helicopters. An additional airfield increases arrival airfield throughput, minimizes potential foreign object damage, and reduces the problems associated with operation of fixed- and rotary-wing aircraft.

3.6.1.1.3 En Route Planning Considerations. The FF and airlift are similar but distinct entities with requirements that must be coordinated by supported and supporting CINCs. AMC and fixed-wing elements of the MAGTF must be moved in concert to avoid saturation of staging bases, weather divert alternates, and air traffic control facilities. En route support bases must

possess sufficient air traffic control, navigation aids, command and control, billeting and messing, petroleum, oil, and lubricants, maintenance, and service facilities. Overflight rights may impact on in-flight refueling and staging base requirements. Supporting and supported CINCs will provide flight route clearance and security for staging bases and flight routes within their area of responsibility. The use of JOPES ensures coordination of the FF operations.

3.6.1.2 Air Space Management. The supported CINC must coordinate early with the host nation to establish appropriate air control measures. In an augmentation operation, normal amphibious air control measures will apply. However, independent operations may require establishment of coordination methods to allow U.S. air operations (carrier or land based) in and around the AAA. Control zones; approach, holding, and arrival/departure patterns; check points; and ordnance procedures will be established as necessary. Integration of air command and control procedures with the host nation is necessary to ensure safety and security of all forces involved. The MACCS must interface with joint and combined air command and control systems.

3.6.2 Planning for Transition from Deployment to Employment

3.6.2.1 General. On termination of MPF operations, the MAGTF operates as the Marine component (MARFOR) or is subsumed into an existing MARFOR within a joint command, as part of a combined force (under an allied theater commander), or as a task force of the fleet. As a fleet task force, CATF/CLF relationships outlined in Joint Pubs 3-02 and 3-02.1 for LF operations ashore apply. To ensure smooth transition from deployment to employment, detailed planning and coordination are required to integrate the MAGTF into the area of operations. Paragraph 3.7 discusses MPF augmentation operations.

3.6.2.2 Command Relationships. The importance of clear command relationships is fundamental throughout the transition period. Primary responsibility for clarity rests with the supporting and supported CINCs, but understanding must be reflected through the subordinate commands.

3.6.2.3 Command Relationship Changes. Details for the change of command relationship of the MAGTF from CMPF to the appropriate theater agency must be planned. Prior planning must include the MAGTF's mission and specific tasks. Additionally, detailed planning and coordination regarding anticipated force allocation, communications interface (compatible equipment, frequencies, call signs), liaison requirements,

airspace management responsibilities, etc., must be included.

3.6.2.4 Exchange of Information. Commanders at all levels must plan for and exchange information both in and out of the area of operations. The exchange will ensure that coordination and integration of forces is accomplished to the greatest extent possible. This process ensures the intentions of all commanders are fully understood, agreed command relationships are clear, and mutual interference is avoided. To support information exchange, requirements and procedures for mutual exchange of liaison officers must be established. Liaison officers must be authorized to represent their commanders and express their commander's views. Liaison arrangements must provide for effective communications with parent commands.

3.6.2.5 Other MAGTF Considerations. MAGTF plans for transition to employment should include the following:

1. Clear delineation of responsibility for local security.
2. Notification to higher headquarters that all units/detachments, as they become operationally ready, are not required to assist further in arrival and assembly tasks.
3. Use of assembly areas to facilitate subsequent or concurrent tactical operations.
4. Plans for response to hostile action during arrival and assembly.
5. Allocation of staff planning effort between arrival and assembly, deployment activities, and activities in preparation for subsequent employment. In the beginning, the principal focus of effort is on assembly of personnel with equipment and supplies. As various units become combat ready, focus will shift toward subsequent operations. Increased enemy threat will accelerate this shift in focus.

3.6.3 Disposition of the Components of the MPF. The disposition of the components of the MPF will depend on many variables. The timing and disposition must be planned in as much detail as possible. Some of the considerations for disposition of MPF elements include the following.

3.6.3.1 MAGTF

1. Assigned mission and expected duration of employment

2. Expected command relationship changes (e.g., independent or JTF operations, merging with another MAGTF, or reporting directly to a numbered fleet commander)

3. Support requirements (i.e., the effect subsequent command relationships will have on support planning accomplished).

3.6.3.2 MPSRON

1. Status of offload (e.g., status of fuel and water ashore vis-a-vis host nation support capability; MAGTF storage capacity, MAGTF usage rates).

2. Shortfalls in storage areas/facilities ashore may necessitate use of one or more MPS as a station/warehouse facility until facilities are developed ashore, or may require an MPS to function as a mobile CSS facility for inshore operations along the coast parallel to the MAGTF movements.

3. On release of the MPSs from MPF operations and with the concurrence of the supported CINC, the MPS will shift OPCON to USCINTRANSOM for use as common user sealift forces.

4. MPSRON security will be a determinant as to the amount of time the MPSRON remains in the offload area.

5. MPSRON lighterage may be needed for offload of AFOE or followup shipping after MPSRON departure. Lighterage operators are part of the NSE. Other considerations for retention of lighterage include fueling, repair and maintenance, and sheltering or harbor facilities and maintenance of streamed water and fuel hoses as deployed.

3.6.3.3 Navy Support Element. After completion of MPSRON offload, a determination must be made as to what NSE components are still needed to support the MAGTF, and the duration of that support. The NSE remains in place if backload and redeployment are imminent. For anticipated long-term MAGTF employment in the vicinity of the AAA, the NSE or designated elements may remain as lead elements of semipermanent or long-term naval support. The port and/or beach will remain open for resupply, reinforcing operations, and for followup shipping. NSE will perform these tasks until the operation is terminated or it is relieved by Army terminal units.

3.6.4 Redeployment. Joint Pub 1-02 defines redeployment as the transfer of a unit or supplies deployed in one area to another area for the purpose of further

employment. Redeployment of the MAGTF and NSE from one operating area to another involves the backload of equipment and supplies previously placed ashore from the MPSs. The manner in which redeployment is conducted is dependent on the MAGTF's assigned mission and the distance from the POE to the new objective area. The redeployment of the MAGTF and NSE may be tactical in nature if the MAGTF is to participate in an amphibious assault as the assault echelon or assault follow-on echelon. In this case, the procedures outlined in Joint Pubs 3-02, 3-02.1, and 3-02.2 will apply. During redeployment, JOPES procedures are used. Redeployment is not the same as regeneration of the MPF. The latter involves redevelopment of a strategic and national capability (see paragraph 3.8 for more detailed information).

3.6.5 Emergency Defense Measures. While MPF operations are designed for a secure environment, planning must include provisions for possible hostile action. The commanders (including AMC) conducting the MPF operation must identify their security concerns and request or direct appropriate action.

Certain control measures must be established in the objective area to ensure coordination, mutual support, security, and minimum disruption of the MPF operation. These control measures must be identified early in the planning process, and can be grouped into two categories: international control measures and tactical control measures.

1. International control measures — These are measures used to provide security for the force. These measures may consist of establishing security/exclusion zones under international law and maritime exclusion areas at sea. The measures are planned for and requested by the supported and/or supporting CINCs. They are established by the host country for its airspace, land areas, and territorial waters, and by the appropriate maritime commander for adjacent international air and sea space.

2. Tactical control measures — General air, ground, and sea security in the MPF objective area must be addressed by the supported CINC, and adequate forces assigned to or in support of the MPF.

While security is ultimately the responsibility of CMPF, security of the landward sector of AAA is tasked to the MAGTF commander who is responsible for rapidly establishing an effective command post and improving the defensive posture from separate, localized efforts to a regional, coordinated posture. The problems faced will not be dissimilar to those of rear area security, and organic defensive means will be limited initially to

hand-carried weapons. Tactical communications, early establishment of a mobile defense force, and rapid establishment of security positions and sector responsibilities are important elements in establishing a defense.

Local security afloat is the responsibility of CMPF, who ensures the ships and lighterage are protected by security procedures. (See Appendix H.)

En route security requirements must be identified by AMC, COMPSRON, and CMPF, and appropriate measures taken.

3.6.6 Follow-On Sustainment (FOS). Introduction of MPF elements involves forces moving by strategic airlift to receive MPE/S from the MPSRON. Both movement elements have finite lift/space capabilities. The MAGTF will establish requirements for the FOS deployment in JOPES to include supplies and equipment required to reach full operational capability which was not included in prepositioned ships or the FIE, and those supplies and equipment needed for sustainment beyond 30 days. The initiating directive will designate responsibility for the embarkation and movement of the FOS from the APOE to the objective area. Sustainment systems beyond the initial FOS are a CINC responsibility, but services must be prepared to establish their own supply systems in the event the CINC does not establish the necessary links soon enough. Services will plan but will NOT TPFDD the material. The material will be listed as nonunit records, and will be listed on TPFDD as necessary.

3.7 PLANNING CONSIDERATIONS ASSOCIATED WITH AUGMENTATION OPERATIONS

As previously noted, the term augmentation operation in an MPF context refers to employment of the MPF as an augment to either a MARFOR or an ATF. The variations in circumstances and timing of MPF inclusion in an ATF are numerous, and it is counterproductive to attempt to cover all of them in this publication. Joint Pub 3-02, Joint Doctrine for Amphibious Operations; 3-02.1, Joint Doctrine for Landing Force Operations; and 3-02.2, Joint Doctrine for Amphibious Embarkation, outline existing, combat tested techniques and procedures. This publication describes successfully employed MPF procedures.

As much as practicable, efforts are in place to standardize the terminology, techniques, and procedures for amphibious and MPF operations. Publication of doctrine, tactics, techniques, and procedures is done to assist the achievement of unity of effort. Amphibious and MPF techniques and procedures are compatible, but where a smooth transition does not exist it is appropriate

to use the most effective action, under the circumstances, to complete the mission. It is imperative to ensure all participants employ the same techniques and procedures.

3.8 REGENERATION

MPF regeneration is the methodical approach to restore the MPSRON to its original strength or properties and to attain full operation capability. This process may involve restructuring the types and quantities of equipment and supplies carried on individual MPSs in a different configuration to that which existed prior to the offload. The goal is to reestablish the full function of MPF assets with desired expeditionary capabilities to support approved force modules as rapidly as possible.

Regeneration is different in purpose and scope, and should not be confused with redeployment. See paragraph 3.6.4 for discussion of redeployment. After an MPF is committed to a contingency, offloaded, and the MPF operation terminated, the committed portion of the nation's MPF capability ceases to exist. The decision to regenerate that portion of MPS employed in the operation is made at the CJS level predicated on recommendations of the involved CINCs. A CINC and/or the services (Navy, Marine Corps) and USCINTRANS will be directed by CJS to execute the regeneration. In small operations, such as one MPS being offloaded, the responsible CINC will initiate actions to accomplish regeneration. The MPF regeneration process, once initiated, must be coordinated with the area CINC and with retrograde planning.

MPF regeneration requires determination of four primary considerations:

1. Navy and Marine Corps units identified to perform the regeneration
2. MPSs identified
3. Navy and Marine Corps MPE/S identified, acquired, prepared for loading, and loaded
4. Location where full operational capability will be reestablished.

Options for determining the location for reestablishing the operational capability include the area of the current MPF operation or another geographical location. Factors which may contribute to this decision are:

1. Whether the MPS will be regenerated in the same form, or whether it will be altered to accommodate changes in operational requirements

2. Available in-country maintenance and port facilities
 3. Anticipated condition of equipment and supplies
 4. Availability of equipment and supplies
 5. Time considerations and allowances to accomplish regeneration
 6. Ship certification schedule
 7. Retrograde plans
 8. Future operational commitments.
- Advance planning will facilitate the success of the MPF regeneration and should focus on the three

functional elements: ground equipment and supplies, Navy support element, and aviation ground support equipment. Forces conducting the regeneration are task organized to address three areas:

1. Operations and logistics
2. Sourcing and attainment
3. Fiscal.

An MPF regeneration planning conference is convened as soon as a minimum of planning factors are available to initiate commitment to an execution plan. Detailed guidance on MPS regeneration planning may be found in the supporting publications for MPF operations.

CHAPTER 4

Intelligence

4.1 GENERAL

Intelligence planning is similar for MPF and amphibious operations, however, different command relationships, force structure, and missions give MPF planning a unique character. The potential geographic separation of organizations and commands committed to an MPF operation may preclude the formation of a JIC, and necessitate the use of on-the-shelf intelligence products and data bases early in the planning process. Once MPF operations commence, intelligence support will become dynamic in nature and originate from a variety of national, theater, and fleet level organizations, and organic intelligence assets as they become available in the area of operation. See the NWP 12 series and FMFM 3-20 series for further information.

4.2 INTELLIGENCE PLANNING REQUIREMENTS

MPF operations intelligence planning is a continuous process broken into two distinct periods: prior to the receipt of a warning order and subsequent to receipt of a warning order.

Operation plans published by a unified commander serve as the basis for development of geographically oriented intelligence products and data bases. This information contains basic intelligence requirements of MPF components and is directed at the relatively unchanging aspects of meteorology, terrain, hydrography, beaches, and port and air facilities within projected objective areas. These products and data bases may contain information about the politics, economics, sociology, and armed forces in the area. Existing information gaps will become the subject of ongoing intelligence planning efforts.

Subsequent to receipt of a warning order, the elimination of information gaps within on-the-shelf intelligence products and data bases becomes time critical and requires special collection efforts.

In all cases, intelligence requirements for MPF operations must include the following basic requirements:

1. The threat insofar as it impacts on the requirement for a secure area, as well as threats to movement of MPS(s).
2. Location and facility characteristics of an airfield adequate for 747/C-5/C-141 aircraft, operations, and throughput capability to support the projected airflow.
3. Location and characteristics of an adequate port and/or beach for timely offload, arrival and assembly, and throughput. A port must have sufficient water depth, adequate overhead clearance, and maneuver room to admit ships of the MPSRON.
4. Characteristics of the road network between the port and/or beach and the proximate airfield.
5. Location and characteristics of potential anchorages.
6. Hydrographic data to include tides, currents, beach gradient, composition, trafficability, beach frontage and depth, surf conditions, and channel information.
7. Predominant weather conditions in the area to include visibility, winds, flying conditions, and astronomic data.
8. Methods to ensure timely dissemination of intelligence data to all organizations and forces that provide security.
9. Incorporation of the Force Security Operations Center into the intelligence system.

4.3 MPF INTELLIGENCE ORGANIZATION

The intelligence capabilities and organization of the MAGTF, NSE, and MPSRON vary significantly. The MAGTF is the only one of these elements with an organic intelligence structure. The CMPF staff may have a substantial or limited capability, depending on how it is formed. At a minimum, CMPF must have sufficient intelligence assets to ensure continuous intelligence

support to MPF elements and to coordinate intelligence and counterintelligence measures in support of the operation. Since the MAGTF has significant intelligence assets, it may assume greater responsibility for coordination and dissemination of information and intelligence prior to and during an MPF operation. The MAGTF has an all-source intelligence capability that includes ground and air order of battle, target intelligence, counterintelligence, and special intelligence personnel.

4.4 RESPONSIBILITIES

FLTCINCs are responsible to:

1. Determine and review intelligence requirements, and consolidate intelligence needs of the MPF elements.
2. Coordinate the collection, processing, and dissemination of intelligence information to MPF elements.
3. Review and forward requests for intelligence and counterintelligence support.
4. Establish liaison with appropriate intelligence agencies.
5. Coordinate the preparation and dissemination of intelligence/counterintelligence studies and estimates.
6. Provide fused all-source, tailored intelligence reporting and products in support of the specific MPF mission.

CMPF is responsible to:

1. Ensure continuous intelligence support to MPF elements from supported and supporting CINCs.
2. Coordinate intelligence and counterintelligence measures in support of MPF operations.
3. Ensure the intelligence section of the Force Security Operations Center is established.

The MAGTF commander is responsible to:

1. Review existing intelligence publications and data bases to identify critical gaps in information.
2. Forward intelligence requirements to appropriate operational commanders.

3. Develop or activate intelligence collection plans to include requests for national/theater intelligence support.

4. Prepare and disseminate intelligence estimates and studies to support operational planning.

5. Identify/refine mapping, charting, and geodesy requirements and prepare/activate the MAGTF war reserve stock for delivery.

6. Distribute MC&G products from the MAGTF planning allowance for initial operational planning.

7. Develop and coordinate target intelligence activities as part of the overall targeting function.

8. Coordinate with other MPF elements for intelligence planning as required.

9. Identify intelligence communications requirements.

10. Prepare and submit imagery requirements to the operational commander.

CNSE and COMPSRON are responsible to:

1. Determine and submit intelligence requirements to the operational commander.
2. Coordinate with other MPF elements for intelligence planning as required.
3. Distribute charts, photographs, and other intelligence materials.

Other force commanders are responsible to determine and state their intelligence requirements, and to prepare and execute an intelligence plan compatible with the specific needs of their respective forces. Requests for intelligence peculiar to the specialized operations of these forces must be submitted by the force commanders to their operational commander.

4.5 SUPPORTING INTELLIGENCE AGENCIES/ORGANIZATIONS

Because of the nature of MPF operations and the variety of operation plans, MPF elements may receive intelligence support from more than one unified command. Intelligence support is provided by intelligence agencies or organizations in response to detailed intelligence requirements forwarded and validated through appropriate operational chains of command. Consolidation of multisource intelligence, and tailoring of products to specific MPF missions is conducted at the

FLTCINC level. Examples of supporting agencies/ organizations include the following:

1. Fleet level
 - a. CINCLANTFLT/CINCPACFLT/CINCUSNAV-EUR/CINCUSNAVCENT/CINCUSNAV SOUTH intelligence centers
 - b. Fleet Ocean Surveillance Information Facilities.
2. Service level
 - a. Naval Investigative Service
 - b. U.S. Army Intelligence and Threat Analysis Center
 - c. USAF Intelligence Agency
 - d. Naval Intelligence Command.
3. Unified/specified commands
 - a. US Transportation Command
 - b. Air Intelligence Group (AIG)
 - c. Joint Intelligence Center, Pacific
 - d. Atlantic Intelligence Command.

4. National level

- a. Defense Intelligence Agency
- b. Central Intelligence Agency
- c. National Security Agency
- d. Defense Mapping Agency.

4.6 DISSEMINATION OF INTELLIGENCE

Dissemination of intelligence is critical at all levels of command to support MPF operations. The scope, content, time of submission, method of transmission, and responsibility for preparation of intelligence reports and summaries must be determined as early as possible during the planning phase. Each command must be afforded the means and opportunity to prepare the reports and summaries required for its own purposes, using information available within the MPF. Basic requirements in the planning phase include a complete exchange of information and intelligence between commands, and a mutual understanding of conclusions reached. Because of the mutual interest of AMC and the MPF in potential arrival airfields, intelligence collection/ planning and dissemination between AMC and naval operational forces must be closely coordinated. After the planning phase has ended, additional intelligence reports and summaries are prepared and distributed by CMPF and subordinate commanders as required. Intelligence information gathered by MPF elements will be disseminated outside the MPF by CMPF in accordance with existing policy and procedures.

CHAPTER 5

Communications Planning

5.1 GENERAL

An MPF operation requires a coordinated, detailed communications plan for CMPF to exercise command and control over the MPF. The communications plan must consider command and control requirements for internal and external to the MPF, en route, current and potential changes in command relationships, and task organization as well as those generated by the locations of the MPF elements and support units. Communication systems must be designed to provide a reliable, secure means to exercise command and control, and they must be flexible enough to compensate for internal and external changes such as command relationships.

MPF communication requirements for an MPF operation vary with the location and method of employment. Contingency plans are the basis for detailed communications planning. Communications planning commences concurrently with other operational planning (execution planning) and is continuous throughout all phases of an MPF operation. Factors that must be considered during the planning process:

1. Communications equipment and communications security material must be compatible and of sufficient quantity to support all phases of the MPF operation.
2. Communication requirements change during the phases of an MPF operation. Coordination between the elements of the MPF and supporting units is necessary to ensure essential communication requirements are met.
3. Use of both U.S. and foreign civilian communication systems should be maximized consistent with OPSEC and COMSEC policy.
4. The location of the MPF operation dictates the extent of inter- and intra-area coordination required.
5. Each phase of the MPF operation has internal and external command and control requirements. Communication systems must support the command and

control requirements regardless of the type of MPF operation: independent or augmentation.

- a. Independent MPF operations require a stand-alone communications plan.
- b. Augmentation MPF operations require a communications plan that complements CATF's and CLF's communication plans.

6. Use of JS and CINC controlled communication assets must be planned for and requested.

7. COMSEC measures must be exercised by all elements of the MPF.

5.2 RESPONSIBILITIES

5.2.1 CMPF. The FLTCINC may delegate authority to a numbered fleet commander who will designate CMPF. Outlined below are specific communication responsibilities of CMPF:

1. Provides and allocates frequencies to elements of the MPF.
2. Identifies COMSEC materials.
3. Identifies dedicated and special purpose circuits.
4. Coordinates with FLTCINC or numbered fleet commander, as appropriate, for the use of JS and CINC controlled communication assets.
5. Coordinates the use of host nation communication facilities with the supported CINC.
6. Issues the communication instructions necessary to exercise OPCON over assigned forces and to coordinate and direct activities of supporting forces.
7. Supervises MPF communications.

8. Ensures that all communication shortfalls are integrated and addressed to the FLTCINC or numbered fleet commander, as appropriate.

5.2.2 MAGTF Commander

1. Prepares the MAGTF's communication plans for MPF and subsequent operations.
2. Identifies communication requirements and shortfalls to CMPF.
3. Activates the communication systems to include deployable WWMCCS capability necessary to support both internal and external MAGTF command and control requirements during each phase of the MPF operation.
4. Coordinates communications connectivity with CMPF and adjacent units as required.
5. Supervises MAGTF communications.

5.2.3 CNSE

1. Prepares the NSE's communication plans for MPF and subsequent operations.
2. Identifies communication requirements and shortfalls to CMPF.
3. Activates the communication systems necessary to support both internal and external NSE command and control requirements during each phase of the MPF operation.
4. Coordinates communications connectivity with CMPF and adjacent units as required.
5. Supervises NSE communications.

5.2.4 COMPSRON

1. Prepares the MPSRON's communication plans for the MPF operation.
2. Identifies communication requirements and shortfalls to CMPF.
3. Activates the communication systems necessary to support both internal and external MPSRON and OPP command and control requirements during each phase of the MPF operation.
4. Coordinates communications connectivity with CMPF and adjacent units as required.

5. Supervises MPSRON communications.

5.3 COMMUNICATIONS DURING THE PLANNING PHASE

Execution planning, including communications planning, begins upon receipt of the warning order. Contingency plans are reviewed. The communications plan must support the command and control requirements of the deployment plan. Planning requires communications between the CMPF, MAGTF commander, COMPSRON, CNSE, and supporting units. The use of existing commercial and military communication facilities for connectivity between the MPF elements and supporting units is also required. Liaison personnel should be used whenever possible.

5.4 COMMUNICATIONS DURING THE MARSHALING PHASE

5.4.1 General. The marshaling phase is characterized by the completion of final preparations for movement to APOEs and loading aboard aircraft. Communication requirements identified to support the planning phase remain valid. Additional requirements, such as the MAGTF's responsibility for the communication requirements of the NSE, should be identified and planned for prior to execution of this phase.

5.4.2 Internal Communications. Each major element is responsible to establish and maintain required communications with their subordinate elements.

CMPF shall ensure that supporting commands, unique to the marshaling phase, are included in appropriate communication plans.

MAGTF internal communications must support the orderly marshaling of units, personnel, and equipment for air movement. Commercial and existing systems, augmented by minimum tactical circuits, provide the primary means of communications. Any tactical communications must be provided by units external to the deploying MAGTF.

The NSE and MPSRON will rely completely on existing systems.

5.4.3 External Communications. CMPF shall ensure that Joint communication facilities are available for marshaling forces.

External communications for the MAGTF are provided by existing commercial and garrison (base) facilities or by units external to the deploying MAGTF. For example, the MAGTF establishes communications with

AMC through AMC's TALCE at the APODs and APOEs.

NSE forces rely completely on existing systems. Forces at marshaling airfields rely on MAGTF communication systems.

The MPSRON utilizes existing communication systems.

5.5 COMMUNICATIONS DURING THE MOVEMENT PHASE

5.5.1 General. MPF elements deploy their forces to the AAA by different modes. The resultant communication requirements are satisfied by a variety of means. The movement phase is generally characterized by increased reliance on deployable, tactical systems as MPF command and control requirements shift to the AAA.

5.5.2 Internal Communications. The MPF elements must establish reliable communications with their subordinate elements. These requirements are normally satisfied with existing systems.

CMPF shall ensure that communications traffic is kept to a minimum as available circuits will be limited.

A combination of host nation commercial telephone and single channel radios, provided by the supporting organization, establish connectivity between APOEs, APODs, en route support bases, and the AAOG. Once the AAOG is established, MAGTF communications are established with the en route support bases.

The ALCE provides communications for the AMC command and control system at the departure, arrival, and en route airfields. Designed to provide AMC positive control over AMC aircraft, this net offers a possible alternate means to pass emergency traffic.

The SLRP is one of the first elements of the MPF to deploy. If alternate means of communications do not exist, the SLRP is supported by a MAGTF communications team that will have sufficient communications capability for communications with the MAGTF.

Once NSE movement commences, internal communications depend upon the availability of aircraft assets while airborne and base facilities during aircraft stopovers.

The MPSRON utilizes existing communication systems.

5.5.3 External Communications. The previously identified types of communications between the MPF elements remain available.

CMPF shall ensure that communications within the AAA are integrated.

MAGTF communications to the CMPF (and adjacent commands as required) are accomplished through home station facilities and communication systems activated in the AAA. Secure en route communications are required to ensure the commander has positive command and control of the MAGTF throughout the movement phase. A limited MAGTF capability exists with the employment of portable satellite communications equipment at intermediate stops.

The NSE and MPSRON rely on existing systems.

5.6 COMMUNICATIONS DURING THE ARRIVAL AND ASSEMBLY PHASE

5.6.1 General. Arrival and assembly is the crucial phase of the MPF operation. Because of complexity, operational intensity of this phase, and widely dispersed units, the communication systems required to exercise command and control become increasingly complex. Positive communications must be established to ensure smooth, efficient functioning of all aspects of arrival and assembly operations.

5.6.2 Internal Communications. Proper identification and coordination of internal communication requirements are key to successful arrival and assembly operations. Close staff liaison must be maintained from the outset of the execution planning phase to ensure identification of all communication requirements.

CMPF shall:

1. Monitor execution of the communications plan.
2. Coordinate COMSEC efforts.
3. Employ host nation communications, if available and appropriate.

The MAGTF tactical communication systems are installed, operated, and maintained as personnel and equipment arrive in the AAA and MPE/S becomes available.

1. Initial reliance is on single-channel radio. When multichannel radio and telephone systems are activated, single-channel radio systems become secondary means of communication.

2. Communication guards for GENSER traffic for MAGTF elements are shifted from CONUS communication centers to tactical communication centers.

The MPSRON utilizes existing communication systems. MPSRON communication capabilities and limitations are contained in Appendix A.

5.6.3 External Communications. Increased reliance is placed on deployable communication systems for GENSER traffic and telephone service. Existing host nation assets are used to the maximum extent possible.

CMPF shall:

1. Ensure that host nation communication facilities, if available and capable to provide the desired service, are employed. A separate communications facility is required for classified message traffic.
2. Keeps FLTCINC or numbered fleet commander, as appropriate, informed of communication capabilities.

The MAGTF's external communications are provided in the form of secure voice and GENSER traffic. Essential external connectivities are provided from MAGTF assets. Dedicated and special purpose circuits may require the use of JS or CINC controlled communication assets.

The MPSRON utilizes existing communication systems. COMPSRON provides alternate communications guard for the NSE or other elements of the MPF.

5.7 THE COMMUNICATIONS PLAN

The MPF communications plan reflects the command and control requirements of CMPF, MAGTF commander, CNSE, and COMPSRON. The communication systems provide connectivity between the commanders to exercise their command and control requirements. They may be commercial (host nation, U.S., or allied), military (U.S. or allied), or combinations. The communications plan provides instructions for use of tactical and commercial communication systems, frequencies, call signs, cryptographic hardware and software, authentication systems, and special purpose communications equipment and support.

The communications plan details the circuits, channels, and facilities required to support the MPF operation. It should include:

1. General coverage of the communications situation, including assumptions, guiding principles, and the concept of operational communications employment.
2. Announcement of the communications mission.
3. Delegation of communication tasks and responsibilities to the MPF elements.
4. Detailed instructions relative to the organization, installation, operation, and maintenance of communication systems and coordination of the entire communication network.
5. Assignment of call signs, frequencies, COMSEC equipment, keymats, codes, and authentication systems.
6. Instructions concerning countermeasures, cover and deception, security, recognition and identification, navigation aids, and other special communications and electronic functions.
7. Communications-electronics logistics support.
8. Communications with AMC command and control agencies during all phases of the operation.

The MPF communications plan is prepared in detail to facilitate its use by commanders at all echelons. However, format of the communications plan should be standardized for use by any unit assigned to support the MPF operation. Information and instructions contained in CMPF's communications plan, but necessary for completion of a subordinate commander's communications plan, could be provided in an annex or appendix form. This reduces duplication of the preparation and reproduction efforts, and minimizes the possibility of errors.

5.8 COMMUNICATIONS PLANNING CHECKLIST

A communications planning checklist is contained in Appendix C, Communications Planning Checklist.

5.9 HOST NATION SUPPORT

Basic host nation support information and considerations are contained in Appendix G, Host Nation Support. Detailed host nation support information will be contained in TACMEMO PZ 0022-1-92/OH 1-5-2, Maritime Prepositioning Force Checklists (publication in FY 93).

CHAPTER 6

Logistics Planning

6.1 GENERAL

MPF operations are logistical in nature as they involve deployment and preparation for employment. Planning for MPF operations must provide maximum flexibility, and be comprehensive, addressing the multifaceted character of the operation to include logistics support during:

1. Marshaling and movement to ports of embarkation (deployment support operations)
2. Interrelated air and sea movements
3. Arrival and reception in the AAA
4. Preparation and distribution of MPE/S
5. Support of future tactical operations.

6.2 LOGISTICS PLANNING CONSIDERATIONS

6.2.1 The Objective and Planning Continuum. While not part of the MPF operation, the MAGTF commander's concept of operations for subsequent employment drives logistics planning during an MPF operation. MPF logistics planning must satisfy anticipated logistics requirements. The MAGTF commander's deployment planning must consider:

1. CSS requirements based on the mission, concept of operations, troop and equipment lists, operational environment, and enemy capabilities.
2. Time phasing of CSS capabilities in the area of operations.
3. Task organization of the CSSE.
4. Development of the CSS concept. Planning must address the broad functional areas of supply, maintenance, transportation, deliberate engineering, health services, and other services. Unique considerations

are addressed in paragraph 6.2.5. (For additional information see FMFM 4-1.)

6.2.2 Integration with Existing Logistics Systems. To reduce deployment and unique support requirements, one goal in MPF logistics planning is to use existing logistics systems and infrastructure as much as possible. Use of existing HNS and interservice support by all elements of the MPF is encouraged during the MPF operation. The planning must focus on the provision of continuous support for the duration of the MPF operation and subsequent LF operations, and establishment of a "pipeline" through normal channels. Plans to support an MPF operation must be consistent with plans to support subsequent operations.

6.2.3 Planning Constraints. Certain constraints affect logistics planning for MPF operations.

6.2.3.1 Sustainability of Maritime Prepositioning Forces. The combination of prepositioned materiel and airlifted elements associated with an MPF operation provide a MEB-sized MAGTF with sustainment capability for up to 30 days. Smaller MAGTFs, flexibly deployed in accordance with the MPFM concept, may be sustained ashore for greater or lesser amounts of time depending on the size of the force, number of MPSs in support of that force, and variables such as inclusion of an aviation logistics support ship (T-AVB).

6.2.3.2 Facilities Required for Offload. Certain requirements must be met to complete an MPF operation. The logistics plan must accommodate the ability of existing facilities to meet those requirements. Key factors for the use of those facilities are detailed below.

6.2.3.2.1 Beaches. Unlike amphibious operations, logistics considerations drive beach selection for MPF operations. Desirable characteristics include:

1. Egress and road networks to inland destinations
2. Availability of staging areas near offload points

3. Availability of bulk fuel storage facilities
4. Suitable near-shore and offshore hydrographic conditions
5. Landing points and safe havens for lighterage
6. Availability of ammunition storage sites.

6.2.3.2.2 Ports. Considerations include the following:

1. Ability to accommodate ships of the MPSRON (i.e., water depth, length, overhead clearance, and maneuver room)
2. Port services (i.e., navigation aids, pilots, and tug boats)
3. Offload capability (i.e., pier space, staging areas, covered storage, pier width, capacity, and availability of materials handling equipment)
4. Proximity to the arrival airfield and beach
5. Availability of MSRs.

6.2.3.2.3 Arrival Airfield. Considerations include the following:

1. Runway and taxiway capability for C141/B747/C5 aircraft.
2. Throughput capacity for approximately 30 missions per day (24 hours).
3. Aircraft staging areas (maximum on-ground) sufficient for AMC and MAGTF aircraft requirements.
4. Instrument and navigation aids. Air traffic control capability with radar assisted landing and takeoffs, and effective radar surveillance (and communications) sufficient to achieve positive airspace control is desired.
5. Staging areas available for temporary staging of airlifted elements (personnel and cargo).
6. A road (preferably all weather) linking the airfield with the beach/port and assembly area.
7. Materials handling equipment to offload transport aircraft.
8. Airfield lighting to support 24-hour operations.

6.2.3.2.4 Tactical Airfields. Consideration for tactical airfields (some of which also relate to the arrival airfield) are detailed below:

1. Fuel — Type, quantity, and quality of POL the host nation is willing to provide, and the compatibility of systems (host nation to U.S. aircraft/host nation to TAFDS. Maximum use of existing storage and transportation facilities is critical as the initial POL offload will saturate the tactical systems. The number of TAFDS sites is based on the location of aircraft and the requirement for separate fueling areas. Installation space, with safety buffer zones, and room for expansion of systems must be considered in addition to interference with other airfield facilities.
2. Class V(A) issue, loading, arming/dearming and storage areas — Procedures must be established prior to the arrival of tactical aircraft. The class V(A) ordnance storage area should be as close as possible to the aircraft loading area, but at sufficient distance to ensure compliance with existing safety regulations.
3. Aircraft maintenance and supply support — MAGTF aircraft will initially receive organizational maintenance using support equipment offloaded from the MPSRON and supplies provided from the fly-in support package that accompanies the FIE. If a portion of the IMA remains afloat, space for maintenance and supply facilities at the airfield may be reduced.
4. Crash, fire, and rescue — Tactical and geographic considerations, dispersal of aircraft, and availability of host nation assets must be considered.
5. Weather — Weather service may be provided by CMPF, MAGTF, AMC, or the host nation.
6. Air traffic control (ATC)
 - a. Host nation ATC facilities and available services may require augmentation.
 - b. ATC should include:
 - (1) Flight clearance capability to process ICAO DD Form 1801 and DD Form 175 flight plans
 - (2) Integration of the host nation ATC facility and the (MACCS).

7. Engineering support — requirements for engineer support will vary with airfields. Requirements may include:

- a. Clearing obstruction(s) from aircraft operating areas and overrun
- b. TAFDS installation
- c. Utilities (to include airfield power supply)
- d. Horizontal and vertical construction
- e. Water supply/hygiene
- f. Arresting gear installation support
- g. Heavy equipment/MHE support.

8. Arresting gear — Arresting gear may be required for tactical fixed-wing aircraft operations. In the absence of a host nation capability, arresting gear will be included in the FIE.

9. Airfield lighting — A lighting system must be available to conduct 24-hour operations.

6.2.4 Planning Variables. Variables also affect the logistics planner. They provide a means to develop support for the MPF operation.

6.2.4.1 Facilities. The manner in which the MPF uses available facilities is a key variable. The planner develops the concept to maximize the capability of existing facilities.

6.2.4.2 Fly-in Echelon. The sequence and flow of airlifted and FF elements are key variables. It includes selected supplies and equipment not prepositioned, but required during the first 30 days of operations. There may be latitude to adjust the air flow depending on logistics requirements. The sequencing of the FIE should give the planner flexibility to deploy critical supplies or equipment to the area of operations. Availability of a T-AVB or T-AH may affect the air movement sequence.

6.2.4.3 Aviation Logistics Support Ship (T-AVB). A CINC controlled asset for deployment of a Marine aviation IMA, an activity that provides maintenance for fixed- and rotary-wing aircraft. T-AVBs provide dedicated sealift for movement of the IMA. The two T-AVBs (one on each coast) are under MSC ADCON in a Ready Reserve Force-5 (RRF-5) status. RRF-5 means the ships will be ready for transit to the SPOE not later than 5 days

after direction to activate. Extended MAGTF operations planning should include activation of a T-AVB. The IMA will require roughly 160 additional strategic sorties for movement to the arrival and assembly area or objective area if the T-AVB is not employed. Use of the T-AVB requires the logistics planner to address:

1. Timely T-AVB activation to allow sea trials and transit to the desired SPOE.
2. Provision for IMA shutdown, preparation for embarkation, and provision of interim support for aircraft at the home bases.
3. Operating procedures for the IMA en route and within the objective area. This must include the method for transporting materiel to and from the T-AVB.
4. Capability to offload and establish the IMA in theater.

6.2.4.4 Hospital Ship (T-AH). A floating surgical hospital with a mobile, flexible, rapidly responsive capability to provide acute medical care in support of military or humanitarian operations. The T-AHs (one on each coast) are a CINC controlled asset, OPCON to a FLTCINC (CINCPAC/LANTFLT), and ADCON to MSC in a Reduced Operational-5 status (ROS-5). ROS-5 status means that within 5 days of the order to activate, the T-AH is fully prepared to depart to its assigned area of operations. BUMED is responsible to staff and equip the medical contingents.

6.2.4.5 JTF Support. Support to the conduct of MPF operations provided by the supported/supporting CINC is an important variable requiring consideration on the part of logistics planners. Refer to Chapter 2 of this document for general responsibilities of the unified commander.

6.2.4.6 Host Nation Support. For information concerning host nation logistic support refer to TACMEMO PZ 0022-1-92/OH 1-5-1.

6.2.5 Unique Functional Considerations

6.2.5.1 Supply. Supply planning for marshaling and movement is similar to that for amphibious operations with the exceptions being provision of rations, fuel, and repair parts at intermediate airfields for the airlift and FF elements. In the AAA, supplies for the first 30 days are primarily stocks aboard the MPSTRON. Planning must ensure that materiel that is not prepositioned is included in the FIE (e.g., threat ordnance, critical low density equipment, etc.). The MAGTF commander

must prescribe loads for the FIE to support operations before offload of prepositioned stocks. Planning should consider interservice and HNS agreements, particularly for the SLRP, the advance party, and the AAOG. The MAGTF commander must prescribe stockage levels and distribution means (unit or supply point) in the AAA pending establishment of a permanent CSSA. The MAGTF commander is responsible to provide logistics support to the NSE ashore to include Class I and Class V(W) for common USN/USMC weapons.

6.2.5.2 Maintenance. Maintenance planning for marshaling and movement focuses on efforts to ensure equipment programmed in the FIE is serviceable. Special attention is necessary to aviation ground support equipment. These items must be operational and fully capable of supporting arrival and assembly operations until ships are offloaded and the IMA capability arrives in the AAA. Planning must also include maintenance of FF aircraft at intermediate airfields. Maintenance planning for arrival and assembly focuses on depreservation and preparation of equipment for issue. First priority must be placed on equipment for deployment support elements, then it will shift to equipment for subsequent operations. Personnel must segregate damaged equipment and that equipment which requires urgent modification or corrective maintenance. Repairs are made only as the depreservation work load permits. The MAGTF commander must develop maintenance capabilities at both the beach/port and arrival airfields. Maintenance skills must match the equipment scheduled to arrive at those locations. Planners must consider facilities and shelters for maintenance during inclement or extreme weather conditions, and for unique ACE maintenance requirements that will include reassembly of helicopters and establishment of an interim maintenance capability until arrival of IMA assets on the T-AVB or in the FIE.

6.2.5.3 Transportation. The marshaling phase of an MPF operation is transportation intensive. Planners must include designation of marshaling areas, identification of transportation requirements, establishment of control agencies, designation of staging and inspection areas, and establishment of procedures for command, control, and coordination. The movement plan for MPF operations is considerably more complex than that for amphibious operations. At a minimum, it must address airlift of the FIE, FF of aircraft, sea movement of the MPSRON, and command and control of the movement, including coordination and monitoring of departures from all POEs and arrivals at all PODs. (See paragraph 6.4 for details on movement planning.) Transportation efforts during the arrival and assembly phase will focus on support of the offload. Plans for movement of personnel and equipment from the arrival airfield to element assembly areas must be detailed. Planning must

address use of materials handling equipment and landing support. The MAGTF commander will establish agencies and procedures to efficiently manage this effort.

6.2.5.4 Engineer. For marshaling and movement, engineers may have to construct additional facilities at marshaling and staging areas, or improve facilities or roads to accommodate increased use. The primary concern, however, is in the AAA. Engineer tasks will focus on improvement of beach/port/airfield facilities to include refrigeration container hookup and provision of MEP to enhance throughput capability. Construction of fuel, ammunition, and water storage facilities, and road maintenance/improvement occur simultaneously. To ensure proper utilization, control of engineer assets should be centralized throughout the arrival and assembly phase. The MPF MAGTF has a naval mobile construction battalion (NMCB or Seabee) as part of its force structure. There is a limited amount of NCF civil engineering support equipment in the MPF inventory for use by the NSE PHIBCBs. If the required construction tasks exceed the capabilities of the Marine engineers, PHIBCBs, and HNS, the MAGTF commander may request the additional support of an NMCB. If this additional support is required, the equipment and supplies must be drawn from the HN or theater assets, included in the FIE, or transported by sealift. Operational planners must pay attention to the NMCB and their requirements if they are to be employed.

6.2.5.5 Health Services. For the marshaling and movement phases, the MAGTF will rely primarily on organic capabilities and the use of local facilities as necessary. During the arrival and assembly phase, plans should emphasize use of host nation or other service capabilities as much as possible. Health services such as a T-AH or fleet hospital require CINC coordination. The MAGTF will coordinate with CMPF or other services for aeromedical evacuation.

6.2.5.6 Services. Provision of utilities (water, electric power, etc.), law enforcement, and traffic control are the primary concerns during marshaling and movement. Planning for arrival and assembly will focus on AIS support, utilities support, civil affairs, contracting, and disbursing. Civil affairs personnel will provide the interface with the host nation. Disbursing must be prepared to pay for services and HNS.

6.3 LOGISTICS PLANNING RESPONSIBILITIES/RELATIONSHIPS

6.3.1 Responsibilities of Higher Authority

1. JS provides broad logistics guidance to the services and unified commands.

2. A unified commander coordinates basic logistics functions within an AOR.

3. Service components in the unified command are responsible to provide logistics support to their subordinates. The fleets establish logistics support through type commands. TYCOMS are responsible to ensure forces are trained and equipped to conduct MPF operations. TYCOMS also support deploying forces either directly or through procedures arranged with home stations. Additional information is contained in Appendix B, Readiness.

6.3.2 Supporting Agencies. Supporting agencies with responsibilities that influence logistics planning by all elements of the MPF are addressed in Chapter 2.

6.3.3 Responsibilities Within the MPF

6.3.3.1 CMPF. CMPF is responsible for broad logistics planning to include:

1. Coordinate logistics activities among elements of the MPF, and prioritize and allocate logistics resources.
2. Review logistics plans for subordinate elements to ensure an integrated plan.
3. Coordinate with higher headquarters for the use of externally controlled logistics assets (e.g., aeromedical evacuation and HNS).

6.3.3.2 MAGTF Commander. MAGTF commander is the focal point for deliberate logistics planning to support MPF operations. Responsibilities include:

1. Determine composition of the FIE to include specification of prescribed loads for air movement.
2. Develop the deployment plan.
3. Develop the arrival and assembly plan.
4. Develop the supporting logistics plans.
5. Make decisions for redistribution of assigned equipment and supplies based on employment mission.

6.3.3.3 COMPSRON. COMPSRON plans logistics support for movement of the MPSRON and for support of the embarked OPP and security personnel.

6.3.3.4 CNSE. NSE commander:

1. Develops logistics plans for support of the NSE.
2. Submits logistics support requirements to the MAGTF commander for inclusion in FIE, deployment, arrival/assembly, and other logistics plans.

6.3.4 Billeting Aboard MPS. Billeting (board and lodging) aboard MPS(s) for MAGTF and NSE personnel assigned to the OPP and debarkation teams is negotiated between the MAGTF/NSE planners, COMPSRON, and COTR prior to each operation or exercise.

6.4 LOGISTICS PLANS

6.4.1 General. Two plans unique to MPF operations are the deployment plan and the arrival and assembly plan. These plans are issued as separate documents or as annexes to an OPLAN/OPORD. Both plans are detailed and comprehensive. The plans address:

1. Supplies and equipment that must be in the FIE to support the operation
2. How units move to the AAA (i.e., deployment planning)
3. The offload of supplies and equipment (i.e., arrival and assembly planning)
4. How units integrate other logistics support functions (i.e., supply, maintenance, transportation, engineer, health services, and other services).

6.4.2 Deployment Plan

6.4.2.1 Purpose. The deployment plan describes the MAGTF commander's concept for deployment. It organizes the movement groups, and assigns tasks and responsibilities for deployment. Further, it establishes the priorities for the two major phases of deployment and finalizes the composition of the FIE. The below checklist addresses considerations related to deployment planning. This list is NOT all inclusive.

6.4.2.1.1 Initial Planning

1. Analyze the mission objectives of the force.
2. Identify force requirements.
3. Develop courses of action.
4. Analyze existing deployment plans/TPFDD.

5. Analyze lift requirements.

6.4.2.1.2 Concept Development

1. Refine and establish missions and objectives.
2. Develop concept of operations.
3. Refine force/equipment list (units, personnel, supplies, and equipment detail).
4. Refine deployment plan/TPFDD (based on force equipment list).
5. Provide refined deployment plan/TPFDD to the supported CINC for transportation feasibility estimate (TFE) and throughput analysis.

6.4.2.1.3 Detailed Airlift Deployment Planning

1. Amount of cargo and passengers to move
2. Availability of cargo and passengers at APOE
3. Distance over which to deploy force
4. APOE/APOD/en route support base capabilities
5. Diplomatic clearances
6. APOD/AAA air space security
7. Airflow command/control/communications
8. Deployment sequence
9. Aircraft loading factors
10. Airlift TEMPO and throughput coordination
11. Earliest/latest arrival dates (EAD/LAD) at APOD
12. Priority and use of airfields/ports/beach facilities/road and rail networks
13. Air traffic control requirements.

6.4.2.2 Marshaling Plan. At a minimum, the marshaling plan must:

1. Designate marshaling areas.
2. Identify transportation requirements and allocate transportation assets for movement to marshaling areas.

3. Establish agencies to control movement to marshaling areas and APOE(s).

4. Establish staging areas at the departure airfield(s).

5. Establish inspection areas and procedures for deploying personnel, equipment, and supplies.

6. Prescribe procedures for assembling aircraft/loads.

7. Establish procedures to coordinate with other services and external supporting agencies.

6.4.2.3 Air Movement Plan. This plan addresses airlift of personnel and equipment, FF of aircraft, and command and control of the movement to include reports.

6.4.2.3.1 Airlift Plan. The MAGTF commander writes the airlift plan in coordination with AMC planners. It prescribes the organization of movement units and elements, and will include the air movement sequence table and unit aircraft utilization plan.

The air movement sequence table reflects the MAGTF's and NSE's TPFDD priorities and the group organization for deployment. It assigns sequential serials based on estimated time of arrival in the AAA. The air movement sequence table format is an adaptation of the amphibious landing sequence table. It summarizes the serials and their schedule for deployment. This document, together with the movement group organization, permits sequential callaway, marshaling, staging, and loading of plane teams. The air movement sequence table enables the movement control agencies to track, identify, and account for deploying elements.

Total airlift requirements are documented using the Unit Aircraft Utilization Plan and Summary (DD 2327/2328). These forms indicate specific aircraft loads based on mission requirements. They serve as the basis for development of specific aircraft load plans once the exact number and type of aircraft are known.

6.4.2.3.2 Flight Ferry Plan. The FF plan addresses the self-deployment of MAGTF aircraft. It specifies flight route(s) and schedules, assigns movement increment designations, and provides details for air search and rescue, en route support, aerial refueling, and divert airfields. The MAGTF commander develops this plan in coordination with the parent Marine aircraft wing of the ACE. Direction for and approval of the plan is obtained from the unified CINC involved via the chain of command. The Fleet Marine Force, AMC, or both

may provide aerial refueling. The MAGTF must coordinate strategic refueling support with AMC planners.

6.4.2.4 Sea Movement Plan. Sea movement includes the MPSRON and other ships assigned (e.g., T-AVB, T-AH, and escorts). The numbered fleet commander prepares the sea movement plan that identifies those naval forces for replenishment and security en route and in the AAA.

The initiating directive will specify command relationships and responsibilities for sea movement.

6.4.3 Arrival and Assembly Plan. This plan delineates the MAGTF commander's concept for arrival and assembly, sets forth the task organization, assigns tasks to subordinate elements for beach, port, airfield, MPE/S issue, and initial combat service support operations, and is submitted by the MAGTF commander to CMPF for approval. There is no set format for the arrival and assembly plan. Use of an LOI or JOPES format is acceptable. For more information on the arrival and assembly plan, see TACMEMO PZ 0022-1-92/FMFRP 1-5-1, Maritime Prepositioning Force Checklists. The arrival and assembly plan may include the following enclosures:

1. AAA overlay (subject to further refinement in the objective area by the SLRP)

2. Arrival schedule for the FIE

3. Transportation plan (e.g., time-phased distribution of transportation assets by type and number of vehicles and establishment of support transportation routes and priorities)

4. Preliminary TERI lists

5. Communications plan (see Chapter 5 and Appendix C)

6. Reports.

The arrival and assembly plan establishes time-phased distribution of MHE and mobile electric power, stockage levels, and distribution means (unit or point) for consumables. Provisions for health services, maintenance, engineer, and military police support are also established.

The arrival and assembly plan composition and format are normally determined by the MAGTF commander in coordination with CNSE. The arrival and assembly plan will contain only those elements of information that are not addressed in arrival and assembly SOPs.

CHAPTER 7

Marshaling and Movement

7.1 GENERAL

Marshaling is that phase in which units complete final preparations for movement, to include preparation of personnel, equipment, transportation to POEs, staging, and loading. Preparations necessary to conduct timely marshaling and movement are explained in Appendix B. In the movement phase, forces proceed by different modes to the AAA in a flow sequenced to facilitate and support the efficient offload of the MPSRON.

7.2 MOVEMENT GROUPS

As it moves to the AAA, the MPF is two movement groups divided into those units that deploy by sea and those that deploy by air.

Units that deploy by sea are divided into movement elements that consist of forces who deploy from one geographic area at approximately the same time.

Units that deploy by air, collectively called FIE, are divided into elements that deploy from different geographic areas at different times. The MPF FIE normally consists of five elements.

7.2.1 Survey, Liaison, and Reconnaissance Party. See Chapter 8 for a description of the composition and functions of the SLRP.

7.2.2 Offload Preparation Party. See Chapter 8 for a description of the composition and functions of the OPP.

7.2.3 Advance Party. An advance party is formed from the deployment support elements of the main body that are not in the SLRP. It is task organized by the MAGTF commander, in coordination with CNSE, and consists of personnel designated to form the AAOG and LFSP, the remainder of the NSE (those not deployed in the OPP or SLRP), and the AAOEs (see Chapter 8 for the functions of these elements). The primary task of the advance party is to arrange for the reception of the main body and FIE. The advanced party should deploy prior to the movement of the main body.

7.2.4 Main Body. The main body of the FIE is the balance of forces, less FF, that remain after the OPP, SLRP, and advance party have deployed. The movement of the main body is sequenced to support offload, arrival, and assembly operations. It is essential that the main body's flow be relatively uninterrupted to permit expeditious closure, arrival, and assembly. Forces must not be introduced faster than logistics support is provided from the offload and throughput process.

7.2.5 Flight Ferry. FF operations involve the movement of self-deploying aircraft of the ACE with possible aerial refueling support.

7.3 ORGANIZATION FOR CONTROL OF MARSHALING AND MOVEMENT

7.3.1 General. A movement control organization is required to provide unity of effort and accomplish required interface with the joint deployment system. Sea movements are planned and executed by the fleet in accordance with normal movement control procedures. COMMARFOR(PAC/LANT), as the primary user of airlift, is responsible to coordinate the air movement. Consequently, the CNSE reports to the MAGTF commander for marshaling and movement by air as do all CMPF and numbered fleet commander personnel. Coordination for air movement is made directly with USCINCTRANS and other supporting agencies. Reports of the movement are made through normal chains of command keeping all commands informed.

7.3.2 Movement Control Organization. The movement control organization is depicted in Figure 7-1. Specific information is provided below.

7.3.2.1 Force Movement Control Center. The FMCC is responsible for support necessary to facilitate movement. Through coordination with AMC, the FMCC promulgates the air movement schedule with which parent commands execute the marshaling activities of the FIE.

To Be Provided in Change 1

Figure 7-1. Movement Control Organization

7.3.2.2 Logistics Movement Coordination Centers. The LMCCs are organized from service support elements (or the supporting establishment) in geographic proximity to the marshaling units. LMCCs are tasked by the FMCC to provide organic/commercial transportation, transportation scheduling, materials handling equipment, and any other logistics support required by parent commands during marshaling. LMCCs will provide DACG for the APOE as directed by the FMCC.

7.3.2.3 Readiness and Movement Coordination Center(s). Parent commanders are responsible to prepare MAGTF and NSE forces for marshaling at the APOEs. To accomplish this, each commander establishes an RMCC to ensure unit personnel, equipment, and supplies are prepared for marshaling. RMCCs coordinate the disposition of their units' remain behind equipment, and arrange with LMCCs for all logistics support required for marshaling that is not within the unit's organic capability.

7.3.2.4 Departure Airfield Control Group. DACGs are the primary interface with the Air Force at APOEs. A DACG is responsible to receive deploying equipment from the units at the APOE, coordinate with the TALCE to ensure the cargo and personnel are properly prepared for air shipment, and deliver cargo to the ready line.

7.3.2.5 Embarkation Control Team. The ECT provides coordination and oversight at the SPOE of surface movements as required (T-AVB, T-AH, etc.). They perform the same functions as a DACG.

7.3.3 AMC Tanker Airlift Control Element. The TALCE coordinates all Air Force operational aspects of the airlift mission, to include aircraft movement control, communications, and technical supervision of loading and marshaling of aircraft. An ADVON will deploy ahead of the main TALCE to coordinate AMC requirements at the arrival airfield. Areas of concern include ramp parking, runway condition, cargo marshaling areas, and airfield support (crash/fire/rescue, navigation aids, personnel support, etc.). The ADVON will coordinate with the SLRP to obtain (through the airfield coordination officer) services from U.S. forces and from the host nation as necessary. The ADVON may deploy equipment to establish communications with AMC command and control agencies, and to establish the AOC prior to arrival of the main TALCE.

7.3.4 Host Base/Stations. These commands assist marshaling units through provision of local logistics support. They provide MHE, transportation, security, and other support required by the deploying unit, and, if required, assume custody of remain behind equipment.

7.3.5 Ports of Embarkation. The installation commanders at/or in the vicinity of POEs provide MHE, transportation, security, and other support as requested by the deploying unit.

7.4 MARSHALING

During marshaling, deploying echelons, organized by plane or ship team(s), assemble at their home station, prepare for deployment, and move in accordance with the established plan or when called to stage at APOEs or SPOEs.

Marshaling for sea movement takes place in accordance with normal amphibious embarkation procedures (see Joint Pub 3-02.2).

Marshaling for air movement is governed by Joint Publication, Movement of Units in Air Force Aircraft; FM 55-12/FMFM 4-6/AFR 76-6/OPNAVINST 4630.27.

Parent commands supervise preparation for deployment. Appendix B outlines required actions prior to and after alert. These procedures should be included in unit readiness SOPs.

Movement to APOEs/SPOEs is accomplished with organic transportation to the maximum extent. Requests for transportation in excess of organic capability are coordinated by the LMCC. CNSE transportation requirements for elements deploying by airlift are coordinated with the MAGTF commander.

7.4.1 APOE Operations. AMC will exercise overall control of airlift operations at APOE(s). AMC TALCE will establish an AOC at the airfield, with all information related to onload operations coordinated through the AOC.

Coordination between the moving unit, DACG, and TALCE is critical to an orderly movement of airlift aircraft through the APOE. The arrival of unit equipment and personnel for onload must be sequenced to avoid bottlenecks at the APOE. Major commands will provide an officer at the APOE to coordinate with DACG and TALCE the arrival of unit equipment and personnel.

TALCE, DACG, and APOE installation commanders must jointly ensure sufficient ramp space for aircraft parking and equipment staging areas is available to support the airlift flow. DACG, in coordination with the APOE installation commander and LMCC, will ensure shelter and messing for deploying personnel are provided.

Helicopter disassembly areas should be located away from passenger and cargo staging areas, yet close enough that aircraft can be towed to the staging area. This area should be sufficiently large so that MHE can move safely between aircraft. Helicopter disassembly requires cranes, forklifts, tow tractors, light units, and ramp space for work and staging.

7.4.2 SPOE Operations. Normal embarkation procedures and relationships apply (see Joint Pub 3-02.2).

7.5 MOVEMENT

7.5.1 Conduct of Sea Movement. The MPSRON will move as directed by the numbered fleet commander. Ship movement should accommodate the earliest possible embarkation of the OPP. The MPSRON will rendezvous with escorts, if assigned, and conduct transit to the AAA. T-AVB and T-AH, if assigned, will proceed as directed.

7.5.2 Conduct of Air Movement. Air movement is a continuous, progressive operation that transports successive elements of the deploying force to the objective area. The total time required will depend on the number, type, and initial locations of forces to be deployed, aircraft availability, range, and throughput considerations.

7.5.2.1 Airlift. The airlift is accomplished by AMC aboard strategic aircraft and civil contract carriers. AMC will determine airflow routing.

7.5.2.2 Flight Ferry. FF operations involve the movement of ACE aircraft with support of aerial refueling. Supporting refuelers may be provided by either or both the FMF or AMC. Different aircraft types may require different planning considerations.

The FMCC, as required, and in coordination with CG, MEF will:

1. Request and coordinate aerial refueling support from AMC through procedures established by CINC and fleet commanders.
2. Provide guidance to the air movement commander responsible to plan and execute the FF operation and provide the flight commander.
3. Ensure establishment of a movement control center to supervise the flight and coordinate support.

4. Coordinate FMF refueler support.

5. Coordinate en route maintenance support.

6. Coordinate with the Central Altitude Reservation Facility of the Federal Aviation Agency to reserve airspace for the operation.

7. Coordinate with the military and civilian agencies for search and rescue along the flightpath.

The movement control officer responsible for FF operations will:

1. Designate a flight commander for each element responsible to conduct the flight.
2. Prepare aircraft and aircrews.
3. Identify support requirements to the FMCC.
4. Deploy FF increments in accordance with the air movement sequence table and guidance provided by the FMCC.

If FF aircraft use the same arrival airfields as the airlift aircraft, coordination with AMC is required.

Profiles/routes should be established for each type of aircraft.

The final staging base should be located within 1,000 nm of the arrival airfield. This will facilitate movement of the ACE to the arrival airfield on call and without the requirement for external tanker support.

7.5.2.3 En Route Planning Considerations. FF and airlift aircraft have similar requirements that must be coordinated by the supported and supporting CINCs. AMC and MAGTF aircraft must be moved in concert to avoid saturation of staging bases, weather divert alternates, and air traffic control facilities. En route support bases must possess sufficient ATC, navigation aids, command and control, billeting, POL, maintenance, and service facilities to support flight operations. Overflight rights may impact on in-flight refueling and staging base requirements. Supporting and supported CINCs are responsible to provide security for staging bases and flight routes within their AOR.

7.5.2.4 Staging Base Coordination. If a staging base is required for AMC aircraft, a TALCE will deploy to that base and coordinate AMC activity there. The

MAGTF will deploy a liaison section with the TALCE to coordinate support for Marine assets delayed at the staging base because of aircraft maintenance or other disruptions to the deployment flow. Civil contract carriers determine their own en route support requirements, and are responsible for support of Marine passengers

delayed en route because of aircraft maintenance problems.

7.5.2.5 Aerial Refueling Considerations. Some portion of the AMC flow may be air refuelable, enhancing the scheduled FIE's deployment.

CHAPTER 8

Arrival and Assembly

8.1 GENERAL

8.1.1 Information. Arrival and assembly is the final and most crucial phase of an MPF operation. It includes:

1. Initial preparation of the AAA.
2. Coordinated arrival and offload of equipment and supplies from the MPSRON (in port, across a beach, or a combination of both).
3. Reception of the FIE.
4. Movement and distribution of MPE/S.
5. Security.
6. Preparation for the MAGTF's operational mission.

8.1.2 Scope. The AAA is an area of sufficient size and facilities (airfields, ports, beaches, staging, and assembly areas) to perform the complex tasks of arrival, offload, MPE/S distribution, assembly, and preparation for employment of a MAGTF. See Figure 8-1 for the general organization of an AAA.

8.1.3 Duties and Responsibilities

1. CMPF is responsible for arrival and assembly operations.
2. CNSE is responsible to accomplish the ship-to-shore movement.
3. MAGTF commander is responsible for reception and throughput ashore of MPF equipment, supplies, and personnel. Throughput is a function of the distribution and movement system implicit within which is the processing of personnel and material within a specified period of time through a processing point. Accountability of MPE/S upon debarkation will transfer from COMMARCORLOGBASES to the MAGTF commander.

8.1.4 Commencement and Disestablishment.

The arrival and assembly phase begins on arrival of the first MPS or the first aircraft of the main body at the designated AAA. This phase ends when adequate equipment and supplies are offloaded and issued to awaiting units, command and control communications are established, and the MAGTF commander reports that all essential elements of the MAGTF have attained combat readiness. Simultaneous or subsequent tactical operations by the MAGTF, and movements to those operations are not considered part of the MPF operation.

The organization for arrival and assembly operations is depicted in Figure 8-2.

8.1.5 Arrival and Assembly Plan. Annex S of the Joint Operation Order, as applied to MPF operations, will contain the arrival and assembly plan information. The information in this annex must be coordinated with CMPF and the MAGTF commander. The annex is written by the MAGTF commander and approved by CMPF. See TACMEMO PZ 0022-1-92/FMFRP 1-5-1 Maritime Prepositioning Force Operations Checklists for additional information.

8.2 SURVEY LIAISON RECONNAISSANCE PARTY

The SLRP normally deploys to the AAA under the cognizance of CMPF as directed by higher authority. If CMPF is not yet designated, the SLRP may deploy to the AAA under cognizance of the MAGTF commander. Early SLRP deployment is necessary to allow timely assessment of conditions and to report observations to CMPF and associated commanders. Composition of the SLRP is normally task organized after issuance of the warning order and development of the concept for deployment. The SLRP should be self-sustaining and include representatives from the CMPF, MAGTF, and CNSE staffs. A MAGTF officer (often the G-4) will be designated, in coordination with CMPF (if designated), as the SLRP OIC. Criteria for selection of SLRP OIC should be based on knowledge of MPF requirements with consideration given to diplomatic skills necessary to interact with high

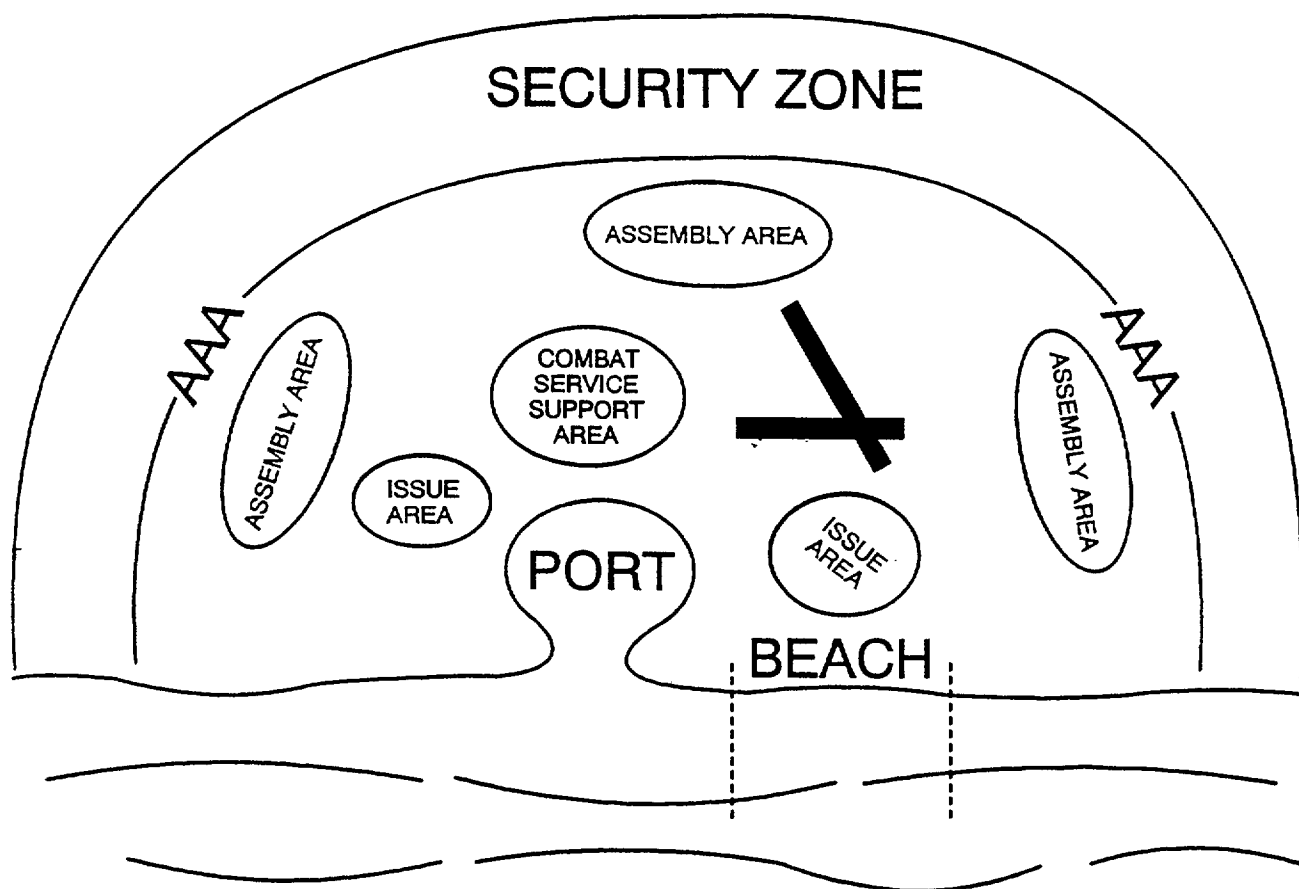


Figure 8-1. (U) Sample Organization of the Arrival and Assembly Area

level host nation civilian and military representatives. See TACMEMO PZ 0022-1-92/FMFRP 1-5-1 for specific SLRP requirements in the AAA.

8.3 OFFLOAD PREPARATION PARTY

8.3.1 General. The OPP is a temporary task organization that consists of maintenance, embarkation personnel, and equipment operators from all MAGTF elements and the NSE. The OPP's task is to prepare the equipment onboard the MPS(s) for debarkation at the AAA. On activation, the OPP will deploy to join the MPS(s) prior to their sailing, during transit, or when they arrive at the AAA. Ideally, the OPP should deploy to join the MPS(s) at least 96 hours (4 days) prior to AAA closure. If this is not feasible, the OPP should be positioned in the AAA and board the MPS(s) as soon as possible. The OPP OIC will be a Navy officer designated by CNSE, the Marine OPP contingent will be under the cognizance of the senior Marine officer, called the Assist OPP OIC.

On arrival aboard an MPS, the OPP commander will report to COMPSRON to obtain specific direction concerning shipboard activities. Although dependent on the

COMPSRON while embarked, the OPP's responsibilities and priorities are established by the MAGTF commander, in coordination with the CNSE. The relationship between the OPP and the Ship's Master parallels that of an embarked unit commander and the commanding officer of amphibious ships. The OIC of the OPP will convey MAGTF commanders offload priorities to the COMPSRON, Ship's Master, and COTR. Those priorities will define the objectives for offload preparation by the MPSRON, MCMC, and OPP.

8.3.2 Tasks. The OPP is responsible to prepare the ships' offload systems, lighterage, and embarked MPE/S for offload. OPP responsibilities include the preparation of ships' cranes, winches, and fuel/water discharge systems, and initial depreservation and preparation of MPE/S. The OPP must be thoroughly familiar with the configuration of the ship and the ship's load plans.

8.3.3 Organization of the OPP. The OPP will consist of representatives from the MAGTF and NSE.

The personnel within an OPP will be organized into ships' teams to operate independently aboard each ship. Each team will be functionally organized and have a

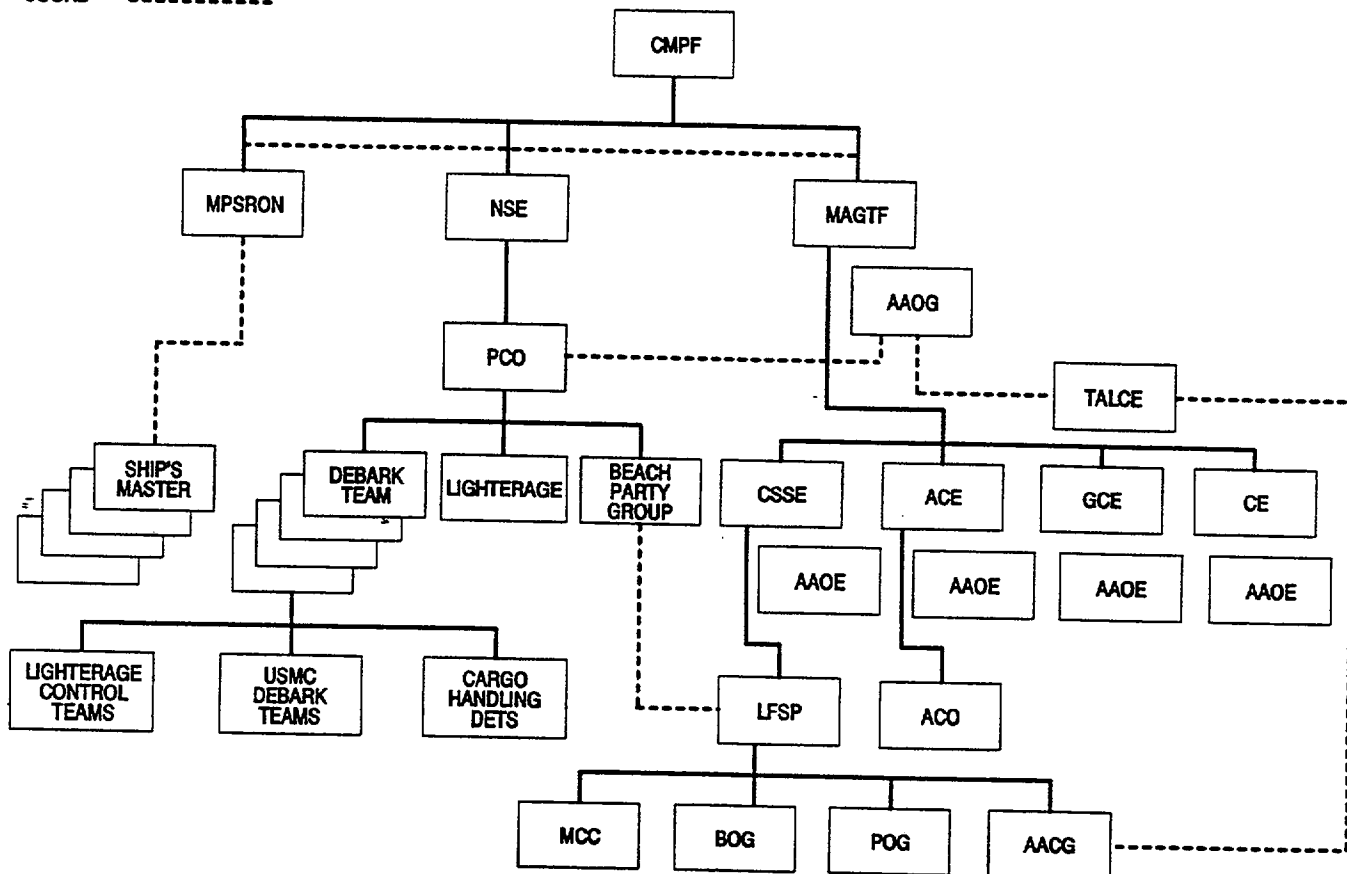


Figure 8-2. (U) Arrival and Assembly Organization

team captain, who is responsible for OPP functions aboard that ship.

8.3.4 Priority of Tasks. Priority for equipment preparation aboard vessels of an MPSRON are:

1. Ship cargo handling systems (e.g., cranes, winches)
2. Lighterage
3. NSE equipment for instream and beach offload
4. Material handling equipment required to support the offload
5. All other Marine equipment.

8.3.5 Disestablishment. The OPP is disestablished after arrival of the ships and on completion of offload preparations. Its members remain aboard to form the nucleus of the debarkation team, augmented as required by MAGTF and NSE personnel who arrive in the FIE.

8.4 ARRIVAL AND ASSEMBLY ORGANIZATIONS

8.4.1 Arrival and Assembly Operations Group. The AAOG is a task organized group from the MAGTF whose function is to coordinate and control arrival and assembly operations. It consists of personnel from all MAGTF elements plus liaison from the CNSE. The AAOG must:

1. Monitor the airflow of the FIE into the AAA.
2. Coordinate and monitor the distribution of MPE/S from the MPSs to the assembly areas.
3. Coordinate the association of MPE/S with designated organizations.
4. Provide initial command and control functions for the MAGTF in the AAA.
5. Direct and coordinate the AAOE's operations.
6. Provide direction, coordination, and interface with the LFSP and ACO until such time as the

respective MAGTF elements assume responsibility for those functions.

8.4.2 Arrival and Assembly Operations Element. Each element within the MAGTF and NSE establishes an AAOE. The MAGTF's task organized elements perform the tasks in steps 1 through 5 below, the NSE's AAOE is designated to perform the tasks in steps 2 and 3. All other tasks are performed by that element as required.

1. Initial command and control activities within the assembly area until arrival of the commander
2. Receipt and issue MPE/S to designated units
3. Liaison to the AAOG
4. Initial security in assembly area
5. Oversee preparation for combat.

8.4.3 Airfield Coordination Officer. Designated by the MAGTF commander under the cognizance of the ACE, the ACO acts as the single point of contact for that portion of HNS and other service liaison peculiar to aviation operations at the airfield(s). Non-AMC organic support requirements identified by the TALCE ADVON will be coordinated through the ACO. The ACO should be a member of the SLRP to facilitate airfield operational planning. Functions coordinated by the ACO include:

1. Ramp allocation and aircraft parking
2. Air traffic control
3. Fuel storage and dispensing
4. Crash fire rescue
5. Allocation of facilities and real estate
6. Flight clearance
7. Airfield improvement
8. Navigational aids
9. Arresting gear
10. Airfield lighting
11. Effecting coordination with the AACG.

8.4.4 Landing Force Support Party. The LFSP is a task organized unit composed primarily of elements from the CSSE augmented by other MAGTF elements. The LFSP controls throughput of personnel and MPE/S at the port, beach, and airfield. There are three principal throughput groups:

1. Port operations group
2. Beach operations group
3. Arrival airfield control group

8.4.4.1 Port Operations Group. The POG is task organized around a nucleus from the beach and terminal operations company of the CSSE. The POG may be retained after arrival and assembly for the offload of resupply shipping as well as retrograde of damaged equipment. The POG is responsible to prepare the port prior to arrival of the MPS and the throughput of supplies and equipment as they are offloaded from the ship. The POG operates under the overall direction of the LFSP and in coordination with the ship's debarkation officer and is responsible for the following tasks:

1. Establish overflow areas for supplies and equipment.
2. Clear piers and overflow areas of material.
3. Establish a port operations command post and communications with the LFSP and ship's debarkation officer.
4. Establish liaison with host nation port authorities for employment of cargo and material handling equipment, operations and longshoreman support, and dunnage.
5. Operate cargo/material handling equipment including shore-based cranes, forklifts, tractors, dollies, lighting, etc.
6. Assist Navy cargo handling force detachments in ship offload as directed and transport cargo to overflow areas as necessary.
7. Provide direction to MAGTF drivers detailed to move vehicles from the port to assembly areas.
8. Establish bulk fuel/water reception and transfer facilities as directed.
9. Be prepared to continue port operations for follow-on shipping.

8.4.4.2 Beach Operations Group. The BOG is task organized around a nucleus from the landing support company CSSE. The BOG may be retained after the arrival and assembly for the offload of follow-on shipping. The functions of the BOG and associated NSE BPT include:

1. Providing the beach area command and control necessary to control and coordinate the throughput of MPE/S.
2. Organizing and developing the beach area as necessary to support the throughput of MPE/S, to include designation and establishment of overflow areas.
3. Coordinating the bulk fluid transfer as required.
4. Offloading lighterage at the beach.
5. Providing direction for MAGTF drivers to move vehicles from the lighterage.
6. Providing surge vehicle operators.
7. Preparing for follow-on operations.

8.4.4.3 Arrival Airfield Control Group. The AACG is responsible for the control and coordination of the offload of airlifted units and equipment, and provides limited combat service support to those units. The AACG is task organized around a nucleus provided by the landing support company of the CSSE, and is structured and manned to provide continuous operations support for multiple aircraft. Normally, the AACG will deploy as an element of the advance party, and initiate operations at the arrival airfield. AACG is the point of contact between TALCE at the arrival airfield and the LFSP and FIE. Functions performed by the AACG are set forth in FMFM 4-6.

8.5 SHIP-TO-SHORE MOVEMENT

The CNSE is responsible to accomplish the offload, instream or pierside, of MPE/S. The organization executing the offload is the debark control unit, under the direction of the PCO, who reports to the CNSE and coordinates with the AAOG for offload matters.

8.5.1 Instream Offload Operations. For instream offload operations, the following elements report to the PCO.

8.5.1.1 Ship's Debarkation Officer. The debarkation officer's responsibility is to coordinate the efforts of the Navy cargo handling detachment, the Marine debarkation teams, and the employment of lighterage to

most efficiently offload each ship. (See Appendix E for description of cargo handling detachment and USMC debarkation teams.)

8.5.1.2 Lighterage. Lighterage consists of causeway ferries, SLWT, and LCM-8s that are maintained by the NSE. Boat crews and assigned lighterage report to the PCO for ship and beaching assignments.

8.5.1.3 Beach Party Team. The BPT is responsible for beach operations. This group reports to the PCO and advises of areas available for causeway/boat landings, transfer of bulk liquids, and coordinates such with the LFSP.

8.5.2 Pierside Offload Operations. For pierside offload operations, the following elements report to the PCO.

8.5.2.1 Ship's Debarkation Officer. The debarkation officer's responsibility is to coordinate the ship-board efforts to most efficiently offload each ship. In this respect, the Navy cargo handling detachment will conduct the lift-off portion of the discharge while Marines will conduct the rolloff portion of the discharge.

8.5.2.2 Lighterage. Lighterage may be offloaded and placed either ashore or in the water as directed by the PCO.

8.6 PORT OPERATIONS

Offload of the MPSRON in a port, especially simultaneous offload, will accelerate throughput. A port offload requires less personnel and reduces the potential for MPE/S damage or loss. It is far less susceptible to the effects of sea state and weather. As a counterpoint, port operations require more interface with the host nation and increase the likelihood of encountering restrictions on handling and transporting ammunition, POL, and hazardous cargo. Civilian ship traffic, labor unions, and general port congestion must also be considered. As a general comment, MPF deployment to a port with sufficient pier space and staging areas to accommodate the simultaneous pierside offload of an entire MPSRON is an unlikely scenario. For pierside offloads of any magnitude, the following must be considered.

8.6.1 Port Area. The port area is organized by the POG commander under the overall direction of the LFSP commander. Key to port throughput is the ability to transfer supplies and equipment directly from the ship to the AAOEs. To facilitate offload it may be necessary to establish port overflow areas within the port terminal. These overflow areas should be able to accommodate

temporary staging and handling of supplies and equipment.

8.6.2 POL and Ammunition. POL and ammunition should not be held in the port or port overflow areas but should be transported directly to the CSSE storage sites.

8.6.3 Port Authority. If the host nation port authority is not functioning, the CMPF will assume this responsibility. If the host nation port authority is functioning, the CMPF will designate a Navy port liaison officer to provide coordination between the MPSTRON and the host nation. The port liaison officer advises the port authority regarding cargo characteristics (including hazardous cargo) and offload requirements that may impact on port activities. Additionally, the port liaison officer coordinates with HNS representatives regarding:

1. Environmental data (tides, winds, obstructions), navigational aids, and harbor information required for safe operations
2. Berths and/or anchorages
3. Tug/pilot services
4. Firefighting services
5. Pierside services
6. MHE Services.

8.7 BEACH OPERATIONS

Beach offload may be the only means to bring supplies and equipment ashore, or a beach operation may be conducted in conjunction with a port operation to accelerate the overall rate of discharge. The advantages of accelerated throughput must be weighed against the disadvantages inherent to beach operations. Simultaneous beach and port operations will significantly expand the size of the LFSP and NSE. The slowness of STS operations, increased potential for cargo damage, and possible delays associated with changes in weather and sea state must be considered. A beach operation for an MPF operation is similar to the general offloading period of an amphibious operation and the overall consideration in beach organization is throughput of cargo to inland destinations. Beach organization must make the best possible use of existing beach exits, hard surface availability for staging, and road network. The proximity of existent bulk fluid storage or areas suitable for installation of expeditionary systems and means to transport bulk fluids (pipeline or tanker) to airfields must be considered. Trafficability across the beach to

staging areas and roads must be evaluated. The beach also must be organized to accommodate simultaneous landings of equipment and supplies through a number of landing points and to facilitate lighterage control.

8.8 ARRIVAL AIRFIELD OPERATIONS

The arrival airfield is located within the AAA and, ideally, in proximity to the offload port or beach. Arrival airfield operations must meet concerns and requirements of the TALCE, AACG, and ACO. Designation of offload ramps and holding areas will be accomplished jointly by the TALCE and AACG. Holding areas will be established sufficiently clear of the offload ramps to avoid congestion and to facilitate loading passengers and equipment for transportation to assembly areas as required. Temporary facilities will be established close to the holding areas for medical and other support for the arriving units. Facilities will also be established for AACG and TALCE support (command and control, communications, billeting, and messing).

8.9 DISTRIBUTION OF MPE/S

The success or failure of the MPF operation may be determined by the effectiveness of methods established to distribute, account for, and control the issuance of MPE/S. The methods and controls should be described to all MPE/S users in the distribution plan as part of the Arrival and Assembly Plan. An effective distribution plan will contribute to throughput and ensure strict accountability and security are maintained.

8.9.1 Requirements

8.9.1.1 Personnel. Adequate numbers of trained personnel must be provided to plan and manage the distribution of equipment and supplies. Usually these personnel are from the MAGTF CSSE and serve in the SLRP, AAOG, and LFSP. Key personnel familiar with the distribution plan should deploy with the SLRP to perform reconnaissance of the proposed staging areas, identify HNS MHE to assist the distribution, and to liaison with the OIC OPP to reconcile disparities between physical inventories on the MPS(s) and load plan equipment lists.

8.9.1.2 Equipment. Adequate quantities of AIS equipment is essential for the distribution system to work properly. The AAOG, AACG, LFSP, and AAOFs should possess ADP equipment necessary to fulfill their control and accountability requirements. Local equipment checklists should be developed to reflect the type and quantities of assets to establish connectivity with the MPF. See Appendix F for a discussion of current AIS systems and capabilities.

8.10 ACCOUNTABILITY OF MPS EQUIPMENT AND SUPPLIES (MPE/S)

Once offloaded, accountability for MPE/S will transfer from the COMMARCORLOGBASES to the

MAGTF commander. Upon completion of the MAGTF's mission and the regeneration process, accountability of MPE/S transfers back to the COMMARCORLOGBASES.

APPENDIX A

MPSRON Capabilities and Characteristics

A.1 PURPOSE

This appendix provides information on MPSRON, MPS classes, T-AH, and T-AVB capabilities and characteristics useful to a contingency planner. A description of the MPSRON commander's (CMPSRON) duties and responsibilities, staff, and communications capabilities are provided.

A.2 CONTENTS

The contents of the appendix are presented in the following order:

1. MPSRON Commander Responsibilities (A-2)
2. Squadron Staff Composition (A-3)
3. Maersk Ship Characteristics (A-4)
4. Waterman Ship Characteristics (A-5)
5. AMSEA Ship Characteristics (A-6)
6. MPS Communications Capabilities (A-7)
7. Hospital Ship (T-AH) Mission Statement (A-9)
8. T-AH Ship Characteristics (A-10)
9. Aviation Logistics Support Ship (T-AVB) Mission Statement/T-AVB Characteristics (A-11)
11. Ship Profiles (A-12).

MPS SQUADRON COMMANDER RESPONSIBILITIES

COMPSRON responsibilities are as follows:

- A. Act as the principal advisor to the designated MPF commander and to appropriate MSC commands with respect to MPS matters to include, but not limited to, administration, materiel, training, readiness, doctrine, employment, ship characteristics, and tactical requirements.
- B. Serve as advisor and provide technical assistance to other commands involved in operations with or in support of the MPSRON.
- C. Participate in the planning and conducts MPF operations as directed.
- D. Participate in the offload planning process with CMPF, MAGTF commander, and CNSE. This process includes planning of offload sites, general sequence of offload, and the STS plan for movement of lighterage/amphibious vehicles to designated beaches or piers during independent operations.
- E. Evaluate the readiness of assigned ships by conducting necessary administrative, materiel, technical, and operational inspections/tests/trials to ensure contract compliance and operational readiness to assigned ships. Ensure that immediate operational and administrative commanders are informed immediately of ship's readiness degradation via CASREP and SORTS system.
- F. Conduct training in command, control, and communications, group operations, and other applicable type training for ships and convoy commander staffs as assigned.
- G. Assist in developing and improving tactics, doctrine, equipment techniques, and operational procedures for MPSRON support to maintain and improve readiness.
- H. Assist as advisor on MPF operations in preparing plans in support of contingency and general war plans.
- I. Monitor contractor arrangements for husbandry of assigned ships, providing services for repatriation, screening, ensuring purity of cargo potable water, and quality surveillance of cargo POL.
- J. Develop self-defense plans to counter potential acts of terrorism/sabotage/piracy.
- K. Act as MSC executive agent in base support matters as directed.
- L. Serve as consular representative for Merchant Marine matters for assigned ships in accordance with the provisions of Title 10, U.S. Code 5948 and U.S. Navy Regulations.
- M. Serve as coordinator for Port Services for MPSRON and NSE as required during in-port offload operations.
- N. Be prepared to coordinate local security of the seaward sector of the AAA in conjunction with CNSE and MIUW forces (if assigned).
- O. Arrange for bunkering of squadron ships to include fueling at sea.
- P. Provide astern refueling to ships as required.

MPSRON STAFF COMPOSITION

General — The nominal composition of the three MPSRON staffs are listed below:

MPS SQUADRONS ONE and THREE

1. Officers (5):	
Squadron Commander (06)	1
Chief Staff Officer (04)	1
Engineer Officer (03)	1
Operations Officer (03)	1
Supply Officer (03)	1
2. Enlisted (14):	
Yeoman (YNC)	1
Radioman (RMC)	1
Radioman (RM1)	1
Radioman (RM2)	3
Radioman (RM3)	6
Electronics Technician (ET2)	1
Electronics Technician (ET3)	1
3. Civilian Service Squadron Nurse	1

MPS SQUADRON TWO

1. Officers (6):	
Squadron Commander (06)	1
Chief Staff Officer (04)	1
Engineer Officer (03)	1
Operations Officer (03)	1
Supply Officer (03)	1
Readiness Officer (03)	1
2. Enlisted (25):	
Machinist Mate (MMCM)	1
Storekeeper (SKCS)	1
Yeoman (YNC)	1
Gunners Mate (GMC)	1
Electrician's Mate (EM1)	1
Quartermaster (QM1)	1
Personnelman (PN2)	1
Radioman (RMC)	1
Radioman (RM1)	1
Radioman (RM2)	3
Radioman (RM3)	6
Radioman (RMSN)	3
Electronics Technician (ET1)	1
Electronics Technician (ET2)	1
Electronics Technician (ET3)	2
3. Civilian Marine Medical Services Officer	2
Civilian Marine Purser	1
Civilian Government Employee	1

MAERSK SHIP CHARACTERISTICS			
LENGTH OVERALL	755 FT 5 IN	BREAKBULK	78,680 CU FT
LBP	705 FT 5 IN	JP-5 (98%)	17,128 BBLS
BEAM	90 FT	MOGAS (98%)	3,865 BBLS
DRAFT (MAX AFT)	32 FT 10 IN	POTABLE WATER (100%)	2,022 BBLS
DRAFT (AIR/FREEBOARD TO HIGHEST POINT)	136 FT AT 23 FT DRAFT	*DF-2 (98%)	10,642 BBLS
DISPLACEMENT (LOADED)	46,086 LT	CRANE LIFTING CAPACITY	1 TWIN FWD 30 T 1 TWIN CENTER 30 T 1 TWIN AFT 36 T
SPEED (MAX WARRANTED)	16.4 KNOTS	STERN RAMP SIDE PORTS	66/35 TO STARBOARD 1 P/S
ENDURANCE (AT MAX SPEED)	10,802 NM	LIGHTERAGE	2 LCM-8 1 SLWT 3 CSP 5 CSNP 2 FUEL HOSE REELS 1 WATER HOSE REEL
PROPULSION/FUEL	(1) SLOW SPEED DIESEL/DFM	BUNKER CAPACITY	14,257 BBLS
CREW	27	OPP BERTHING	**2 OFFICERS 1 CPO 77 ENLISTED
HELICOPTER CERTIFICATION	LEVEL II CLASS 3		
CONTAINER CAPACITY	384 (33 REFRIGERATED)	RO/RO CAPACITY	121,595 SQ FT
NOTES: * DF-2 TANKS BEING UTILIZED FOR JP-5 ** TOTAL NUMBER OF PERSONS ALLOWED (BERTHING CONSTRAINT): 146 FIGURES MAY VARY WITH LOAD			

WATERMAN SHIP CHARACTERISTICS			
LENGTH OVERALL	821 FT	BREAKBULK	N/A
LBP	766 FT	JP-5 (98%)	20,290 BBLS
BEAM	105 FT 6 IN	MOGAS (98%)	3,717 BBLS
DRAFT (MAX-AFT)	36 FT 6 IN	POTABLE WATER (100%)	2,189 BBLS
DRAFT (AIR/FREEBOARD TO HIGHEST POINT)	149 FT AT 21 FT DRAFT	*DF-2 (98%)	12,355 BBLS
DISPLACEMENT (LOADED)	51,612 LT	CRANE LIFTING CAPACITY	1 TWIN FWD 50 T EA 1 TWIN AFT 35 T EA 1 GANTRY FWD 30 T
ENGINE HORSEPOWER	30,000 BHP	BOW THRUSTER	12,500 HP
* SPEED (MAX WARRANTED)	20 KNOTS	STERN RAMP SIDE PORTS	100/30 TO P/S 1 P/S FOR BUNKERS/PIERS NOT RO/RO OPERATIONS
ENDURANCE (AT MAX SPEED)	11,176 NM	LIGHTERAGE	2 LCM-8 1 SLWT 4 CSP 6 CSNP 8 CSNP (RRDF) 2 FUEL HOSE REELS 1 WATER HOSE REEL
PROPULSION/FUEL	STEAM TURBINE DFM	BUNKER CAPACITY	27,445 BBLS
CREW	29	OPP BERTHING	**2 OFFICERS 1 CPO 99 ENLISTED
HELICOPTER CERTIFICATION	LEVEL II CLASS 3 LEVEL II CLASS 4 TYPE 1		
CONTAINER CAPACITY	532 (41 REFRIGERATED)	RO/RO CAPACITY	152,236 SQ FT
NOTES: * DF-2 TANKS ARE UTILIZED FOR JP-5 ** TOTAL NUMBER OF PERSONS ALLOWED (BERTHING CONSTRAINT): 183 FIGURES MAY VARY WITH LOAD, TRIM, AND BALLAST			

AMSEA SHIP CHARACTERISTICS			
LENGTH OVERALL	673 FT 2 IN	BREAKBULK	N/A
LBP	614 FT 7 IN	JP-5 (98%)	20,776 BBLS
BEAM	105 FT 6 IN	MOGAS (98%)	4,880 BBLS
DRAFT (MAX-AFT)	34 FT 6 IN	POTABLE WATER (100%)	2,357 BBLS
DRAFT (AIR/FREEBOARD TO HIGHEST POINT)	172 FT 4 IN AT 25 FT DRAFT	*DF-2 (98%)	13,334 BBLS
DISPLACEMENT (LOADED)	46,111 LT	CRANE LIFTING CAPACITY	1 SINGLE FWD 39 T 1 TWIN CENTER 39 T 1 TWIN AFT 39 T
ENGINE HORSEPOWER	26,400 BHP	BOW THRUSTER	1,000 HP
SPEED (MAX WARRANTED)	17.7 KNOTS	STERN RAMP SIDE PORTS	60/39 TO P/S N/A
ENDURANCE (AT MAX SPEED)	11,107 NM	LIGHTERAGE	2 LCM-8 1 SLWT. 4 CSP 6 CSNP 2 FUEL HOSE REELS 1 WATER HOSE REEL
PROPULSION/FUEL	(2) MEDIUM SPEED DIESEL/DFM	BUNKER CAPACITY	23,206 BBLS
CREW	30	OPP BERTHING	**2 OFFICERS 1 CPO 97 ENLISTED
HELICOPTER CERTIFICATION	LEVEL II CLASS 3 LEVEL II CLASS 4 TYPE 1		
CONTAINER CAPACITY	578 (INC 41 REEFER SPOTS)	RO/RO CAPACITY	152,185 SQ FT
NOTES: * DF-2 TANKS BEING UTILIZED FOR JP-5 ** TOTAL NUMBER OF PERSONS ALLOWED (BERTHING CONSTRAINT): 172 FIGURES MAY VARY WITH LOAD, TRIM, AND BALLAST			

MPS COMMUNICATIONS CAPABILITIES

FLAGSHIP NAVY SYSTEMS: (NOTE 1)

- 1 UHF SATCOM TRANSCEIVER (OE-82/WSC-3)
- 1 UHF SATCOM MULTICHANNEL FLEET BROADCAST RECEIVER (SRR-1)
- 2 UHF TRANSCEIVERS (LOS) (GRC-171)
- 2 VHF-FM TRANSCEIVERS (URC-94)
- 2 HF TRANSMITTERS (URT-23)
- 5 HF RECEIVERS (R-1051)
- 5 NAVY STANDARD TELETYPE (NST)
- 1 VHF BRIDGE-TO-BRIDGE TRANSCEIVER

NONFLAGSHIP NAVY SYSTEMS

- 2 UHF TRANSCEIVERS (LOS) (GRC-171) (NOTE 2)
- 2 VHF TRANSCEIVERS (URC-94) (NOTE 2)

ASSOCIATED CRYPTO

- 1 ANDVT SATCOM
- 1 ANDVT HF
- 2 KG-84
- 4 KWR-46
- 3 KY-58
- 2 KY-58 (NONFLAG) (NOTE 2)

ALL MPS SYSTEMS

- 1 UHF INMARSAT (SATELLITE TTY/VOICE)
- 2 VHF-FM BRIDGE-TO-BRIDGE TRANSCEIVERS
- 1 HF SITOR (TTY W/AUTO ERROR CORRECTION)
- 1 HF TRANSMITTER AND RECEIVER (CW/SSB/TTY)
- 1 HF RADIO TELEPHONE TRANSCEIVER
- 2 MF TRANSMITTER AND RECEIVER (1 EA. BATTERY-POWERED RESERVE)
- 1 AUTO ALARM KEYS AND RECEIVER

NOTE

1. EACH MPSRON HAS AN ALTERNATE FLAGSHIP THAT IS EQUIPPED WITH THE SAME COMMUNICATION SUITE AS THE FLAGSHIP EXCEPT FOR THE CRYPTO WHICH IS TRANSFERRED WHEN COMPSRON AND STAFF SHIFT SHIPS.
2. EACH SHIP HAS THE CAPABILITY TO OPERATE NAVY SECURE VOICE. CRYPTO IS TRANSFERRED AS DIRECTED BY COMPSRON.
3. COMMUNICATION CAPABILITIES ARE SUBJECT TO CHANGE AS REQUIRED.

MPS SUMMARY			
MPS 1	SGT MATEJ KOCAK	(3005)	W
	PFC EUGENE A. OBREGON	(3006)	*W
	2DLT JOHN P. BOBO	(3008)	**A
	MAJ STEPHEN W. PLESS	(3007)	W
MPS 2	CPL LOUIS J. HAUGE, JR.	(3000)	*M
	PFC WILLIAM B. BAUGH	(3001)	M
	PFC JAMES ANDERSON, JR.	(3002)	M
	1STLT ALEX BONNEYMAN, JR.	(3003)	M
	PVT FRANKLIN J. PHILLIPS	(3004)	**M
MPS 3	PFC DEWAYNE T. WILLIAMS	(3009)	A
	1STLT BALDOMERO LOPEZ	(3010)	A
	1STLT JACK LUMMUS	(3011)	*A
	SGT WILLIAM R. BUTTON	(3012)	**A
NOTES: M — MAERSK LINE SHIP — CONVERTED BETHLEHEM STEEL CORPORATION W — WATERMAN STEAMSHIP CORP. — SHIP CONVERTED BY NATIONAL STEEL AND SHIPBUILDING COMPANY A — AMSEA — NEW CONSTRUCTION QUINCY SHIPBUILDING DIVISION OF GENERAL DYNAMICS * FLAGSHIP ** ALTERNATE FLAGSHIP			

HOSPITAL SHIP MISSION STATEMENT

The T-AH 19 class ship is a floating surgical hospital with a mobile, flexible, rapidly responsive capability to provide acute medical care in support of amphibious task forces, Marine Corps, Army, and Air Force elements, forward-deployed Navy elements of the fleet, and fleet activities. In support of this mission, the hospital ship will accomplish the following:

1. Receive patients suffering from wounds, disease, or nonbattle injury.
2. Provide onsite emergency and recuperative care to patients until they can be returned to duty or evacuated.
3. Provide a safe, stable, mobile platform for carrying out the assigned mission.
4. Provide all necessary personnel, services, and facilities required for the support of the medical facility.
5. Operate a full medical facility while at sea, day and night, with minimal maintenance and refueling.

HOSPITAL SHIP (T-AH) CHARACTERISTICS	
LENGTH OVERALL	894 FT
LENGTH BETWEEN PERPENDICULARS	855 FT
BEAM	105 FT 9 IN
DRAFT, DESIGN	32 FT 9 IN
DISPLACEMENT AT DESIGN DRAFT	69,360 LT
LIGHT SHIP WEIGHT	24,712 LT
SUSTAINED SPEED	17.5 KNOTS
BUNKER CAPACITY: DFM FRESH WATER	43,562 BBLs (5,747 LT) 9,766 BBLs (1,525 LT)
PROPULSION	SINGLE SCREW, GEARED STEAM TURBINE
SHAFT HORSEPOWER	22,500
ENDURANCE	13,420 NM
T-AH MANNING PER SHIP	
MILITARY	1,434
ACTIVE DUTY MEDICAL OFFICERS ENLISTED	1,154 833 251 582
NONMEDICAL OFFICERS ENLISTED	321 14 307
RESERVES MEDICAL OFFICERS ENLISTED NONMEDICAL OFFICERS ENLISTED	280 208 94 114 72 3 69
CIVILIANS	99
TOTAL MILITARY/CIVILIAN	1,533
MEDICAL FACILITY	
CASUALTY RECEPTION AREA OPERATING COMPLEX RECOVERY ROOM INTENSIVE CARE INTERMEDIATE CARE WARDS (7) LIGHT CARE WARDS (2) LIMITED CARE WARDS (7)	50 BEDS 12 OPERATING ROOMS 20 BEDS 80 BEDS 280 BERTHS 120 BERTHS 500 BERTHS
SUSTAINABILITY	60 DAYS (PLANNED)
HELICOPTER CERTIFICATION	LEVEL 1, CLASS 2A

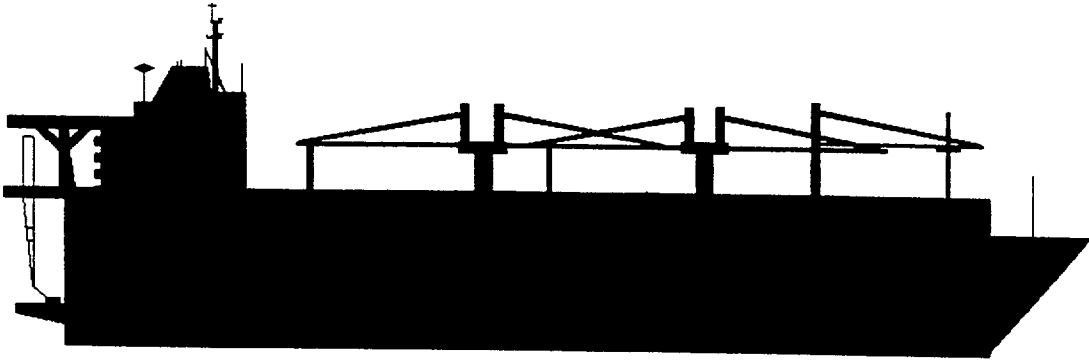
AVIATION LOGISTICS SUPPORT SHIP MISSION STATEMENT

The primary T-AVB mission is to provide dedicated sealift for movement of an aviation IMA to support the rapid deployment of United States Marine Corps fixed- and rotary-wing aircraft units. Specifically, the IMA supports a designated mix of aircraft included in a specific MAGTF ACE. The majority of maintenance facilities normally used by the IMA when ashore are packaged in 8'X 8'X 20' containers designated as mobile facilities that are placed aboard the T-AVB. The MFs containing operational work centers and ready access supply stores are installed on the main and second decks in tiers of one or two. Access ladders and scaffolding provide routine access to the MFs by IMA personnel. Other MFs containing spare parts are stowed below the second deck. During transit to the objective area and until moved ashore, the IMA operates in the MFs. An example of an IMA function is the repair of WRAs that are received onboard, repaired, and returned while the T-AVB is within helo operating range.

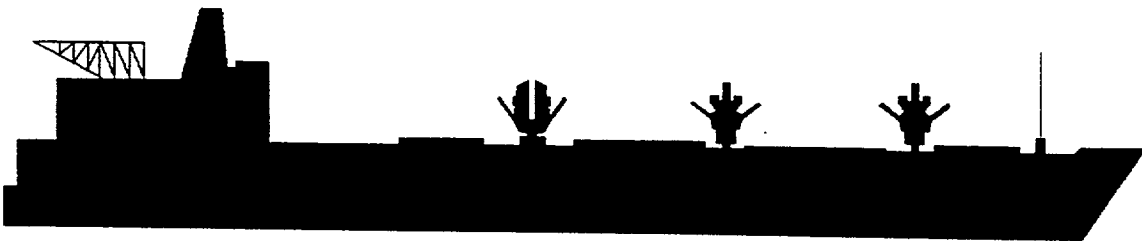
The secondary T-AVB mission is to provide for resupply in a conventional container or RO/RO configuration. Ship modifications were configured to retain maximum cargo capacity in the resupply mode.

AVIATION LOGISTICS SUPPORT SHIP (T-AVB) CHARACTERISTICS	
LENGTH OVERALL	602 FT
BEAM	90 FT
DRAFT (MEAN FULL LOAD)	29.8 FT
DRAFT (DEEP AFT)	34 FT
DISPLACEMENT (FULL LOAD)	23,800 LT
LIGHT SHIP WEIGHT	14,000 LT
SUSTAINED SPEED (80% POWER)	23 KNOTS
PROPULSION	SINGLE SCREW, GEARED STEAM TURBINE
SHAFT HORSEPOWER	30,000
BUNKER CAPACITY: BUNKER C DFM	20,928 BBLS (3,200 LT) 6,974 BBLS (920 LT) (FOR 60 KW + 200 KW PORTABLE GENERATORS)
ENDURANCE	10,000 NM AT 20 KNOTS
ACCOMMODATIONS: CREW EMBARKED USMC PERSONNEL OTHER	39 (PLUS 2 CADETS) 300 25
CONTAINER CAPACITY (8' X 8' X 20'): MAX RESUPPLY CAPACITY IMA MODE FUNCTIONAL SUPPLY/STORAGE NONFUNCTIONAL	684 300 (+ 52 ACCESS MODULES) 186 80 -
SUSTAINABILITY: SHIP STORES CAPACITY IMA STORES CAPACITY	90 DAYS (45 DAYS FOR CHILL) 30 DAYS
HELICOPTER CERTIFICATION	LEVEL III CLASS 3 (DAYLIGHT OPERATIONS)

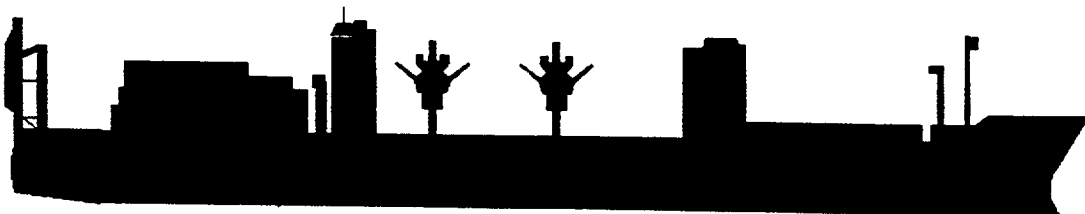
SHIP PROFILES



AMSEA CLASS



MAERSK CLASS



WATERMAN CLASS

APPENDIX B

Readiness for MPF Operations

B.1 OVERVIEW

The MPS program as a strategic deployment enhancement allows the fleets to simultaneously and rapidly deploy more than one MEB-sized MAGTF. To simultaneously deploy requires stringent standards for materiel, personnel, and unit readiness. Below are MPF operations readiness considerations.

B.2 ORGANIZATION AND RESPONSIBILITIES FOR PEACETIME READINESS

CINCs position MPSRONs within their AORs in accordance with direction from higher authority. The authority to accomplish this task is delegated to the FLTCINC.

CINCs establish deployability postures for assigned forces consistent with policies of higher authorities, the politico-military situation in their AORs, and the continuing requirements to train forces.

Planning and accomplishment of major ship maintenance is the responsibility of COMSC in coordination with FLTCINCs.

CMC and FLTCINCs retain responsibility for MPE/S and its readiness prior to commitment to an exercise or contingency. This includes administrative control of and logistics support for embarked MPE/S, administration of contract maintenance, and coordination of equipment transferred to operational forces for exercises or operations. These responsibilities are performed by the Commander, Marine Corps Logistics Base, Albany, for both Marine and Navy Material.

COMMARFOR (LANT/PAC) establishes readiness and training standards for Marine forces as directed by higher authority. No MAGTFs are operationally dedicated to MPF operations. COMMARFOR responsibilities include:

1. MPF planning to include coordination of contingency planning effort with priorities and guidance established by higher authority.

2. Coordination of intelligence collection requirements associated with contingency planning.

3. Recommendations for scheduling and conduct of fleet exercises, in coordination with other prospective participants.

4. Readiness of all personnel designated for deployment.

5. Establishment of deployability postures of FMF units and elements. Readiness, preparation, and support of units and elements for deployment are affected by the parent division, wing, FSSG, other FMF commanders in garrison, or such other commanders as may be designated.

6. Establishment of provisions for recovery, accountability, and disposition of RBE. Recovery of RBE is normally conducted by the parent division, wing, FSSG, other FMF commanders in garrison, or such other commanders as designated. CG, Marine Corps bases and Marine Corps air stations supporting FMF units, on total force deployment or at the request of the force commander, assume custody and reporting of RBE. Commander MCLB is responsible to develop and publish procedures to assist in turnover of class VII RBE to the stores system, and to provide disposition instructions for class VII RBE when requested by the force commander or custodian. RBE may be internally redistributed by the force commander prior to any report to Commander MCLB to satisfy the following requirements:

- a. Follow-on sustainment.
- b. Table of equipment deficiencies of follow-on forces.
- c. Prepositioned war reserve requirements.

7. Participation in quality assurance inspection of MPE/S.

8. Preparation to assume responsibility for MPF/S withdrawn during exercises and contingencies.

Numbered fleet commanders have similar responsibilities for forces provided by their commands.

During peacetime, medical personnel manning levels of specific units of the operating forces are maintained below the authorized allowance/complement. Medical personnel manning of a T-AH, if appropriate, and the medical support elements of the MAGTF are accomplished through the Navy MPUAS. MPUAS identifies and assigns active duty medical department personnel for deployment with designated units of the fleet and the FMF. It may be necessary to request CNO to activate MPUAS during the warning phase to ensure timely arrival of these personnel at designated POEs/PODs.

B.3 MATERIAL

B.3.1 General. Maritime prepositioned stores with the exception of classes I, VIII (bulk), and V are additive to those supplies and equipment currently in the Marine Corps Supply System, and are maintained by civilian contract maintenance teams aboard the MPSRON. MPSs have dehumidified temperature controlled storage and built-in maintenance shops and spaces. During ship recertification for inspection, MPE/S is offloaded for test, maintenance, modification, and rotation.

B.3.2 Material Readiness Responsibilities

B.3.2.1 CMC. In coordination with CNO, CMC exercises overall supervision of MPE/S readiness. CMC exercises these responsibilities through CG MCLB, Albany, and FMF commanders. Specific responsibilities include:

1. Establishment of policy for administration, control, and use of MPE/S.
2. Establishment and maintenance of MPE/S equipment lists and effecting all required changes.
3. Provide single point of contact for resolution of problems that require decisions at service or DOD level.
4. Establish and conduct periodic inspections of embarked assets.

B.3.2.2 Commander MCLB, Albany. The Commander MCLB has primary responsibility for material readiness of MPE/S prior to an exercise or contingency. This includes administrative control, asset maintenance,

and logistics support of MPE/S. Specific responsibilities include:

1. Administration of the maintenance contract for Navy (based on ISSA) and Marine Corps equipment aboard MPS. Civilian personnel, provided by the Marine Corps maintenance contractor, comprise the CMT. Control of CMT is exercised through the COTR, an employee of the government working directly for CG MCLB, Albany. Each MPSRON has a COTR embarked.
2. Accountability for all prepositioned Marine Corps MPE/S, and custodial responsibility for all other embarked assets to include AGSE and (by ISSA) NSE equipment.
3. Coordination for replacement of unserviceable assets, stock rotation, addition of new items, or deletion of assets.
4. Provision of QA teams to ensure contract compliance.
5. Coordination of equipment issue and return from TYCOMs during exercises or operations.
6. Assignment of designated equipment and personnel to support offload and onload during all scheduled maintenance, exercises, and ship recertification cycles. Requirement determination is established in conjunction with applicable force commander.
7. Ensure applicable force commanders have ready access to the status of assets, that readiness reports are accurate and timely, and that supply and maintenance files are updated quarterly as equipment and/or MMC cycles occur.

B.3.2.3 Fleet Marine Force Commander. FMF commanders monitor material readiness of maritime prepositioned stores through reports received from CG MCLB, Albany, and through access to supply and maintenance files. Other responsibilities include:

1. Ensure CMC and CG MCLB, Albany are included in all plans that affect MPE/S.
2. Establish liaison with the CG MCLB, Albany to effect withdrawal of specified MPE/S as required.
3. Review applicable equipment lists for prepositioned stores and make recommendations for changes.

4. Make recommendations for modernization of embarked assets.
5. Assume responsibility for withdrawn MPE/S and associated maintenance of assets while employed for exercises or operations.
6. Perform required inspections prior to turnover, and accept responsibility for designated MPE/S for use during training exercises or when a contingency plan is executed.
7. Return MPE/S to full combat-ready condition or provide funds to restore equipment to that condition after exercises or contingency operations.
8. Provide QA teams to periodically inspect MPE/S.
9. Provide personnel and equipment to debark/em-bark MPE/S during periodic maintenance periods and QA teams to assess equipment reloaded. In addition, COMMARFOR(LANT/PAC) may provide augmentation for MCLB maintenance personnel on a "by exception" basis.

B.3.3 Shipboard Maintenance. CG MCLB, Albany is responsible for contract administration and coordination of shipboard maintenance activities. As such, CG MCLB, Albany has overall responsibility for quality control and quality assurance. Quality assurance is defined as the inspection and monitoring of the contractor's efforts by Albany. The quality control program is conducted aboard ship, and it is the contractor's responsibility to ensure efforts meet the standards set forth. CMTs will have maintenance and supply skills in commodity areas for maintenance of ground equipment. With shipboard maintenance shops and spaces, complete tool kit test sets, and spare parts, CMTs are able to perform fourth echelon maintenance on most items of equipment. Space aboard ship may impose some limitations as will embark configuration, personnel skill deficiencies, and spare parts availability. CMTs will have a special operational stock of spare parts. Under normal conditions, Class IX embarked for contingency use will not be used. All supply support for CMTs will be through CG MCLB, Albany. When maintenance is required beyond the capabilities of CMTs, a decision will be made by CG MCLB, Albany on the disposition of the item. Other tasks assigned to CMTs include:

1. Inventory and surveillance of equipment and supplies.
2. Modification of equipment.
3. Preventive maintenance.

4. Exercise of equipment within space limitations.
5. Stock rotation as directed.
6. Maintenance of technical libraries.
7. Maintenance of the applicable supply and maintenance data systems.
8. Maintenance of applicable equipment manual records.
9. Maintenance of embarked NSE equipment in accordance with instructions provided by the owning service and applicable ISSA.

B.3.4 Off-Ship Maintenance. MPE/S will be periodically offloaded ashore during scheduled exercises and during the periodic maintenance cycles. In combination with shipboard maintenance performed by CMTs, these periodic offloads will provide adequate exercise, testing, inspection, and maintenance short of actual contingencies. Because of the dehumidified storage, elaborate shipboard preservation measures are not necessary. A minimum effort is necessary for offload. When backloading equipment and supplies following a maintenance cycle or an exercise, represervation will be within the capability of the using unit and CMTs.

B.3.5 Embarkation. The MPSRON must be loaded to facilitate timely offload, support variation in troop lists, and provide an employable operational capability even when one ship is off station. Load reconfiguration during forward deployment is not feasible, and ships must be loaded at the outset for maximum operational flexibility within design limitations.

MPE/S are categorized relative to their intended use in the objective area as TERI and LFS. TERI material is class II and class VII assets that include vehicles, individual equipment, and supplies destined for issue to units during arrival and assembly. Landing force supplies are the sustainment material required to support subsequent MAGTF operations.

The ship's master must approve the load plan prior to embarkation. The embarkation unit commander responsible for embarkation of MPE/S will provide to the ship's master calculations that provide weights of the vehicles, equipment, containers, fuel, and water for embarkation in accordance with the format provided in the trim and stability pamphlets of each ship, and calculations of stability, trim, and longitudinal strength of the MPS prepared by the embarkation unit. Ship stability and trim must be considered during offload.

B.3.6 MPE/S Property Control Procedures. The key to rapid issue of unit equipment is a flexible, automated (if possible) issue control system. Lists of equipment are prepared for each unit and detachment responsible for MPE/S in the objective area.

To adjust equipment issue to the requirements of the objective area (e.g., cold weather, desert) and to variations in the deploying force list, CG MEFs maintain baseline issue lists predicated on the national organizations for which the MPE/S is configured. These lists serve as a starting point for modification during execution, and are passed to the MAGTF commander on appointment. They are also used to:

1. Identify equipment shortfalls. Additional equipment requirements must be transported in the FIE or separately with a follow-on force.
2. Reapportion materiel when a ship within the MPSRON is off station.

The issue control system may be manual or automated; however, an automated capability is standard. A Class A MDSS was adopted for this purpose.

B.3.7 Marking of MPE/S. MPE/S is not tactically marked. Embarked materiel is marked only to facilitate location, marshaling, and embarkation for redeployment. Marking codes are established by, and coordinated between, FMF commanders.

B.3.8 Use of Maritime Prepositioned Equipment and Supplies in Exercises. Preparation for use of MPE/S in an exercise requires detailed planning so the exercise may be conducted in a timely, efficient manner, material readiness of the MPE/S not be degraded, and excessive costs not incurred in reembarking equipment aboard ship. Except for those supplies specifically authorized by Commander MCLB, Albany, no consumable prepositioning supplies will be used in exercises. However, certain classes of supply may be authorized for use in concert with stock rotation. In accepting equipment from CMTs for exercise use and in returning it to CMT custody on completion of the exercise, strict accountability must be maintained. Any damage or deficiencies in equipment will be charged to the responsible party as appropriate. Proper accounting requires thorough LTIs before and after the exercise.

B.4 UNIT READINESS

B.4.1 General. Unit readiness encompasses those peacetime postures and preparations adopted to facilitate timely employment of forces. They include the assignment, rotation, and modification of unit deployment

postures, development of appropriate SOPs, and conduct of individual/unit training and exercises to prepare forces for short notice expeditionary service.

B.4.2 Deployability Postures. The various deployability postures are defined by JCS. The JSCP levies requirements on specified and unified commanders for short notice deployment of certain force levels, and contains certain planning estimates of times needed to marshal MAGTFs for sea or air movement. The deployability guidelines are for general military capabilities; they do not orient on any specific force or contingency until execution planning begins. The deployment postures are as follows.

1. Normal Deployability Posture (ND) — Unit conducts normal activities while commanders monitor the situation and review plans. No visible overt action is taken to increase deployability posture. Units not at home station report their scheduled closure time and/or the time required to return to home station if ordered to do so before scheduled time and desired mode of transportation is available.
2. Increased Deployability Posture (ID) — Unit is relieved from commitments that do not pertain to the mission, and personnel are recalled from training areas, liberty, and leave, as required, to meet the deployment schedule. Preparation for deployment of equipment and supplies is initiated, predeployment personnel actions completed, and essential equipment and supplies located in CONUS or overseas installations identified.
3. Advanced Deployability Posture (AD) — All essential personnel, mobility equipment, and accompanying supplies are checked, packed, rigged for deployment, and positioned with unit at its home station. Movement requirements are confirmed; airlift, sealift, and intra-CONUS transportation resources identified; and initial movement plans completed by USCINTRANS.
4. Marshaled Deployability Posture (MD) — First increment of deploying personnel, mobility equipment, and accompanying supplies are marshaled at designated POEs, but not loaded. Sufficient aircraft and/or sealift assets are positioned at, or en route to, the POE to either load the first increment or to sustain a flow, as required by the plan or directive considered for execution. As required, adequate ALCEs, stage crews, and support personnel to sustain the airlift flow at onload or en route locations are positioned.
5. Loaded Deployability Posture (LD) — All first increment equipment and accompanying supplies are

loaded aboard ships and prepared for departure to designated objective area, and personnel are prepared to load on minimal notice. Follow-on increments of cargo/personnel are en route or available to meet projected ship load schedules. Sufficient lift is positioned and loaded at the POE to move the first increment or to initiate and sustain a flow, as required by the plan or directive considered for execution. As required, adequate supporting TALCEs, stage aircrews, and support personnel to sustain the airlift flow at onload, en route, and offload locations are positioned.

Planning for the actual event, at all levels, takes time, and the executing force should receive alerts and warning orders on which to commence preparations for employment and deployment as soon as possible. Circumstances in a developing situation may retard the early issuance of warning orders to executing forces. The actual time available for planning and preparation may be greatly condensed. Regardless of how much time is available, planning must be continuous, concurrent, and eventually directed toward the particular circumstances associated with the actual scenario. The level of unit readiness and deployability posture of the executing force will influence the time required for planning and preparation.

The specific force requirement cannot be accurately defined until execution planning for the actual event commences. While this complicates establishment of responsive deployability standards, there are several consistent factors that commanders should consider.

1. Detachments from the MAGTF CE, CSSE, and NSE elements deploy first. The basic concept requires the early establishment of command and combat service support capabilities in the objective area to prepare for subsequent deployment of combat forces. The SLRP and OPP should deploy as soon as the international situation, national decisionmaking process, and operations security requirements permit.
2. Closure of the MPSRON to the arrival port/beach is key to the deployment schedule of the main body. The main body of the deploying force should arrive after closure of the MPSRON otherwise time and consumable supplies are wasted, the deploying force becomes a burden on the host nation and/or supported command, and sustaining support requirements interfere with throughput efforts.
3. Day-to-day airlift capability depends on a variety of factors that change from operation to operation. Unit readiness to deploy must be flexible to meet airlift availability.

4. The length of time necessary to deploy the MPF will vary with the situation. An inability to deploy the OPP to the MPSRON, or the SLRP in advance of MPS closure may extend arrival and assembly time. Offload of ships across a beach will take longer than at pierside. While goals and estimates are established, actual closure time is situational.

B.4.3 Training and Exercises. Efficient execution of MPF operations requires exercise and training with the associated procedures. It is seldom possible, because of fiscal and airlift constraints, to exercise the entire process at one time, however, the process can be taught and exercised incrementally to develop the requisite individual and unit skills. Examples include:

1. Individual training at service, fleet (e.g., Landing Force Training Commands), and unit schools
 - a. Maritime prepositioned deployment planning for officers and staff noncommissioned officers
 - b. Air movement load planning
 - c. Depreservation training
 - d. FF planning
 - e. Embarkation and use of T-AVBs for afloat aviation maintenance.
2. Unit training
 - a. Maritime prepositioned deployment staff planning courses and programmed texts
 - b. Departure/arrival airfield control group operations
 - c. Disassembly and assembly of rotary-wing aircraft to be airlifted to the objective areas
 - d. Preparation of RBE for turnover to parent organizations
 - e. Preparation of unit equipment and supplies for movement on airlift aircraft
 - f. AMC affiliation program training.
3. Exercises
 - a. Maritime prepositioned deployment planning exercises.

b. Short notice alert, preparation, and marshaling exercises for alert units.

c. Offload and MPE/S issue/recovery exercises for CSS elements.

d. Air movement exercises for FMF and NSE units.

e. Port/beach operation exercises for landing support companies with associated NSE personnel. While ship offloading is desirable, considerable training can be performed without it. Model exercises are an option.

f. Arrival airfield control exercises for landing support companies in association with unit air movement training.

g. Departure airfield control exercises for landing support companies/supporting establishment personnel associated with unit air movement exercises.

h. Division/Wing/FSSG/NSE exercises for recovery and disposition of RBE and personal possessions (e.g., private vehicles) in association with unit short notice alert, preparation, and marshaling exercises.

B.4.4 Standard Operating Procedures for Unit Readiness. SOPs serve to standardize recurrent endeavors and relieve the execution planning process of much implementation detail. SOPs are useful only if all participants possess and understand current editions. Numerous MPF operation aspects are expedited by promulgation of SOPs, many of which are also necessary for other requirements (e.g., embarkation, air movement).

Unit readiness SOPs should outline responsibilities and procedures before and after receipt of an alert order. The SOP should provide information and direction for immediate subordinates, and spell out actions and responsibilities for the unit including attachments, elements, and individuals.

An SOP should outline responsibilities during normal deployability posture and any increases in that posture that are directed before issuance of an alert order. The SOP should identify standby requirements as well as responsibilities and procedures for assigning and rotating those requirements. Each level of deployability posture should be interpreted in terms of leave and liberty restrictions, training and travel restrictions, and admin-

istrative preparation procedures. The guidance should include:

1. Personnel standards for deployability (medical, inoculations, time remaining in service, sole surviving son restrictions, will and powers of attorney, provisions for dependent support, nondeploying baggage, and amount and condition of individual equipment and clothing).

2. Unit recall and alert responsibilities and procedures.

3. Unit equipment (including publications) to deploy.

4. Unit responsibilities and procedures for turn-in and storage or disposition of RBE in accordance with policies established by higher authority.

5. Unit responsibilities and procedures for turn-in and disposition of personal vehicles and possessions.

6. Unit responsibilities and procedures to prepare unit equipment for deployment. This includes boxing, palletizing, mobile-loading, marking vehicles for movement, disassembling equipment (e.g., helicopters), and updating embarkation data.

7. Unit responsibilities and procedures for disposition of unclassified and classified records and files that are not required for deployment.

8. Unit responsibilities and procedures to provide assistance to families of deployed or deploying personnel.

9. Unit responsibilities for movement support.

10. Unit authorities and procedures for return of personnel assigned to temporary additional duty or the fleet assistance program.

11. Procedures for transfer of unit responsibilities for operating and supporting dining facilities.

12. Relationship between operating force and supporting establishment organizations for coordination and support, as established by higher authority.

13. Unit reporting responsibilities regarding deployability postures and changes thereto.

14. Unit responsibilities for operations security.

15. Unit responsibilities for personnel assigned to the FMF under the MPUAS.

B.4.4.1. On Receipt of an Alert Order. At the initial receipt of an alert order to commence execution planning, the unit SOP should provide guidance for those actions necessary to prepare for deployment while unit commanders participate in concurrent and parallel planning regarding ultimate combat employment of the force and associated deployment considerations. Unit SOPs for those actions should make use of checklists and progressive event flows (e.g., staff duty officer commences recall) to ensure coordination and attention to detail. Preparation for deployment will require the following efforts, many of which will occur concurrently.

1. Initial alert, assembly of key personnel, and assessment. This includes commencement of recall and the assembly of the commander and staff to make an initial assessment of what is known about the developing requirements, what additional information is required, what must be done to prepare, and how much time is available. Based on this assessment, the commander provides guidance to the staff and subordinate commanders regarding division of work, priority of effort, and operations security.

2. Assembly, preparation, and inspection of deploying personnel. This includes assembly and initial briefs for deploying personnel, administration of area-oriented inoculations, checking individual readiness for deployment (e.g., family support, will, power of attorney, ID tags/card, etc.), disposition of personal vehicles and possessions, preparation of in-

dividual equipment and seabags, issuing individual and team weapons and equipment, and disposition of nondeployables.

3. Preparation and inspection of equipment and vehicles. Equipment and vehicles to deploy are brought to full operational capability and prepared for the objective area (environment) and transit. Unit equipment and supplies are palletized and vehicles prepared for air shipment. Organizational RBE and garrison property is inventoried and disposed of as provided by SOP, and necessary maps, cryptographic software, and consumable supplies are acquired.

4. Marshaling and movement to POE/APOE.

B.5 READINESS REPORTING

B.5.1 Unit Readiness Reports. Units assigned to MPF duty will report unit readiness in accordance with normal SORTS procedures. Equipment readiness is based on the unit's normal T/E and will not consider MPE/S.

B.5.2 MPE/S Readiness Reporting. Commander MCLB, Albany, will consolidate equipment readiness information from each MPSTRON CMT and provide reports to FLTCINCs. The FLTCINCs, or designated subordinate commanders, will report SORTS data as directed. MPE/S are additive equipment and supplies, and do not count as either allowance items or PWR.

APPENDIX C

Communications Planning Checklist

C.1 GENERAL

To identify specific communication requirements and procedures of supported and supporting CINCs and the elements of an MPF, a review of current contingency plans, communication plans, and SOPs is necessary. This review may commence before the issuance of alert or warning orders, but continues throughout the MPF operation. Execution of communication plans may also commence before the issuance of an alert or warning. Exchange of information between the MPF's elements and support commands is necessary for operational planning. The time-line to execute communication plans is not linear, it overlaps. For example, while the FIE is marshaling, communication networks must be fully operational for command elements to exercise command and control over marshaling units and the already deployed MPSRON, OPP, and SLRP. This checklist provides a list of subjects that must be considered, coordinated, and planned.

C.2 COMMUNICATIONS

C.2.1 General

1. Organization of command, and command relationships
2. Location of supported and supporting commands
3. Common-user communication systems
4. Theater, communications zone and base communications organization
5. Circuit requirements and validation
6. Communication procedures
7. Frequency requirements, radio and radar, and assignments
8. Capabilities of communication centers, base and tactical

9. Use and control of radio, including radio silence
10. Minimize conditions determination
11. Power requirements
12. CEOI distribution
13. COMSEC material requirements and distribution
14. Electronic warfare considerations
15. Data systems interface
16. Network reconstitution
17. End-to-end connectivity planning
18. Host nation support available
19. Automated data processing requirements, local and wide area networks (LANs and WANs)
20. Use of U.S., allied, and host nation commercial and tactical communications system
21. Deployment schedules: OPP, SLRP, FIE, and MPSRON
22. Network installation of internal and external systems and activation requirements
23. Special intelligence requirements
24. MACCS requirements
25. Circuit channelization
26. Distribution of communication plans
27. MAGTF II/Logistics AIS installation requirements
28. System timing requirements
29. Position location requirements

30. WWMCCS/JOPES.

C.2.2 Means of Communications

1. Single channel radio networks
2. Messenger and courier service
3. Satellite communication systems
4. Multichannel networks
5. Visual communications
6. Sound communications
7. Mobile, transportable systems
8. Foreign military communications, radio and power systems
9. Civilian communications, radio and power systems
10. Teletypewriter networks
11. Telephone networks
12. Facsimile network
13. LAN and WAN transmission
14. Joint multichannel trunking and switching systems
 - a. Management, control, and operational direction
 - b. Requirements
 - c. Composition
 - d. Manner of employment
15. Continuous wave communications
16. PLRS network
17. Global positioning system network.

C.2.3 Functional Communications

1. Command and control communications
2. Emergency communications

3. Medical evacuation communications
4. Search and rescue communications
5. General alarm communications
6. Public affairs communications
7. Civil affairs communications
8. Weather communications
9. Intelligence communications
10. SI communications
11. Close air support communications
12. Emergency communications
13. MPSRON communications
14. Beach and port communications
15. Fleet broadcast communications
16. Ship-to-shore communications
17. Psychological operation communications
18. Air defense communications
19. Communications with special forces, other paramilitary organizations, underground organizations, and other government agencies
20. Time-signal and standard frequency broadcasts
21. Convoy communications
22. Submission of communications guard shifts
23. WWMCCS connectivity, to include deployable WWMCCS van
24. Air traffic control communications
25. Internal communications.

C.2.4 Administrative and Logistics Communications

1. Publications
2. Communication reports

3. Movement reports (communication considerations)
4. Armed Forces Radio and Television Service, and other national/international news services
5. Time zone chart
6. Communications-electronics supply and repair
7. Processing of captured enemy equipment
8. Meaconing, intrusion, jamming, and interference reporting
9. LOG AIS.

C.3 ELECTRONICS

1. Frequency assignment actions
2. Location of radio and radar sites
3. Electromagnetic emission control
4. Air traffic control (military and nonmilitary)
5. Electromagnetic compatibility, including arrangements for planning and operational support by DOD Electromagnetic Compatibility Analysis Center
6. Location, power, and operational procedures for EW resources
7. Electronic deception operations.

C.4 COMMUNICATIONS SECURITY

C.4.1 Cryptographic Equipment

1. Crypto-netting plan
2. Equipment
3. Keying material required
4. Cryptographic instructions and operational aids.

C.4.2 Manual Systems

1. Changing call signs and frequencies
2. Authentication
3. Operations codes

4. One-time pads.

C.4.3 Transmission Security

1. Radio procedures
2. Circuit discipline.

C.4.4 Physical Security Considerations

1. Visitor clearance
2. Restricted areas.

C.4.5 Command, Control, and Communications

1. Essential elements of friendly information
2. Essential elements of enemy information.

C.5 JOINT COMMUNICATIONS

1. CINC, JS, and Allied controlled assets
2. DCA operations and support — trunks, DCS access
3. AUTODIN procedures and access
4. Telecommunications service requests
5. Message drafting procedures
6. Routing indicators and PLAs for record traffic
7. Frequencies
8. COMSEC materials
9. Joint Tactical Air Operations
10. Netted teletype operations
11. Systems and technical control procedures
12. Connectivity — voice and teletype between Joint and combined task force
13. Telephone directory
14. SI communications
15. Satellite communications
16. Secure voice requirements

17. Communication exercises
18. Prepositioning of units and facilities
19. Alternate facilities
20. Tactical telephone switching system
21. Fiscal requirements
22. Tactical frequency management system
23. Augmentation of JFMO and other Joint and combined activities
24. Equipment support tasking
25. Planning dates and milestones
26. Multichannel radio system
27. JINTACCS — message text formats
28. Allied and host nation operations and support available
29. WWMCCS/JOPES.

APPENDIX D

MPF Operation Initiating Directive (Sample)

FROM: FLEET CINC or NBR FLT CMDR
TO: Organization Containing Designated CMPF
Organization Containing Designated NSE CMDR
CG _____ MEF
CMPSRON _____
Other Assigned COMDS, as required

INFO: Supported and Supporting CINCs
Parent Organizations of Commands Specified in "To" para
Supporting COMDS
Other COMDS, as required
AMEMBASSY of host country, if directed

CLASSIFICATION //NO3000//

SUBJ: INITIATING DIRECTIVE FOR MPF OPERATION (CODE NAME)

- A. Warning/Alert Order
 - B. MPF Operations Doctrinal Pub/NWP/FMFM/OH/TACMEMO
 - C. Others as required
1. SUMMARY. IAW refs A and B...(state purpose and provide clarification of refs, if required).
 2. MISSION. (include purpose for which MPF is deployed and MAGTF is to be employed.)
 3. FORCES
 - a. Forces assigned listed by PLAD and task designator.
 - b. Supporting U.S. forces afloat and ashore.
 - c. Allied forces afloat and ashore.
 4. COMMAND AND CONTROL
 - a. Designate MPF commander.
 - b. Designate MAGTF commander.
 - c. Designate MPF NSE commander.
 - d. Designate MPSRON commander.
 - e. Specify changes in command relationships by phase, as required.
 - f. Designate other supporting commanders, as required, including USAF PL/EX HQ.
 - g. Detail command relationships which deviate from doctrine, if required.
 - h. Detail supporting forces command relationships, as required.
 - i. Detail relationships with country team, as required.
 - j. Detail liaison required.

5. OPERATION AREA(S). Specify operations area in coordination with country team or area unified commander.
 - a. Define control measures, as required.
 - b. Designate in broad terms the area in which the MPF arrival and assembly is to occur.
6. COORDINATING INSTRUCTIONS
 - a. Code name.
 - b. Target date for MAGTF employment.
 - c. OPP deployment date.
 - d. SLRP deployment date.
 - e. C-day.
 - f. MPSRON arrival date.
 - g. Anticipated duration of MPF operations.
 - h. DTG task designators effective.
 - i. O-day.
7. SPECIAL INSTRUCTIONS
 - a. NBC defense/employment.
 - b. ROE in effect.
 - c. Special operations.
 - d. Security (include OPSEC).
 - e. Safety.
 - f. Communications.
 - g. Logistics instructions.
 - h. Amphibious coordination (if required).
8. TERMINATION OF OPERATIONS
 - a. Anticipated date.
 - b. Command relationship changes (include instructions to MAGTF to coordinate chop to unified commander).
 - c. Disposition of CMPF HQ, MPSRON, NSE, and other supporting forces.

APPENDIX E

Navy Support Element

E.1 FUNCTION

The NSE, a component of the MPF, conducts the offload of the MPSRON, and is the link between MAGTF equipment and supplies aboard the MPSSs, and the MAGTF personnel flown into the area by AMC. The NSE operates the ships' cranes, mans and operates all lighterage, conducts the STS movement, and performs beach party functions.

E.2 ORGANIZATION

E.2.1 Planning Phase. The NBG exercises operational control over its units and coordinates Navy cargo handling forces, and other U.S. Navy detachments designated for planning.

E.2.2 Marshaling and Movement Phase. The NSE reports to the MAGTF commander for marshaling and movement.

E.2.3 Arrival and Assembly Phase. CNSE is responsible to CMPF for conduct of the offload.

E.3 ARRIVAL AND ASSEMBLY OPERATIONS

E.3.1 Offload Control Unit. The CNSE and the PCO control NSE operations from aboard ship and are collectively known as the OCU. The PCO for MPF operations performs tasks similar to PCO for an amphibious operation and commands the full organization to accomplish the STS movement. This includes the debark officer on each ship, and lighterage during the STS movement.

E.3.1.1 Debark Teams. Debark teams are responsible for the offload of MPE/S. A debark officer on each ship is responsible to coordinate the cargo handling detachment and USMC debark team personnel, ship's crew (working through the ship's master), and assigned lighterage to most efficiently conduct that ship's offload. The debark officer will normally be the senior naval officer aboard each ship in the debark organization.

E.3.1.1.1 Lighterage Control Officer/Lighterage Control Team. On each ship, the control of lighterage directed to report to the ship by the PCO is accomplished by the LCO who reports to the ship's debark officer. The LCO directs lighterage to the appropriate position for offload. On completion of loading, the LCO dispatches the lighterage to the control of the PCO for movement to the ashore offload site.

E.3.1.1.2 Cargo Handling Detachments. A detachment of the NSE from which personnel are assigned to each ship of the MPSRON during the offload. This detachment consists of those cargo handling force personnel assigned to the OPP and are augmented by additional cargo handling force personnel as required. This detachment provides supervisory and technical personnel to offload the cargo from the deck or hatch square onto the lighterage or pier alongside ship. Its responsibilities include:

1. The unlashings of weather deck cargo not completed by the OPP.
2. The operation of ship's equipment (cranes, winches, etc.) necessary for the offload of lighterage, containers, and equipment.
3. All safety aspects surrounding each lift.

E.3.1.1.3 USMC Debarkation Team. MAGTF personnel are provided to CNSE for each ship of the MPSRON for offload preparation and offload. This team consists of maintenance and vehicle equipment operators from the OPP. The responsibilities of this team include:

1. Unlashing of vehicles and equipment below the weather deck not completed by the OPP.
2. Completion of vehicle activation required for debarkation.
3. Staging material and equipment in the hatch squares for access by ship's crane.

4. Assist cargo handling detachment with hookup of lifting gear as required.
5. Provide vehicle equipment operators and drivers onboard ship for movement of vehicles and equipment.

E.3.1.2 Beach Party Group. Composed of beach party teams and liquid transfer teams responsible to the PCO for control of lighterage within the surf zone, lighterage salvage operations, and transfer of bulk liquids from the MPS(S).

E.3.2 Beach Support Unit. This unit erects, installs, and operates the Navy camp facilities and utilities, provides limited construction support, maintains and operates CESE, performs maintenance and repairs on Navy lighterage and radios, and provides embarkation support. Supplies and consumables for 30 days of operation are prepositioned aboard the MPSRON.

E.4 NSE DURING MPF AUGMENTATION OPERATIONS

During augmentation operations, it is anticipated the element will be the same size or slightly smaller than required for an independent operation. The offload of the MPSRON ships may be controlled by either the existing PCO organization or, if physically separated from the assault operation, by an MPF PCO organization.

E.5 MAJOR EQUIPMENT

The following NSE equipment is prepositioned in each MPS squadron.

E.5.1 Causeway Section, Powered. Powered by two 360° rotatable water jets, these causeway sections provide the motive power for the causeway ferries. They have a lift capability equal to about two-thirds of the CSNP. Fifteen are in MPSRON 2 and 16 each in MPSRON 1 and 3, respectively.

Capacity	70 tons
Length	90 feet
Beam	21 feet
Range (full power)	70 nm
Draft, loaded	4 feet
Maximum speed, light	7 knots

E.5.2 Causeway Section, Nonpowered. These sections come in two types: beach ends and intermediate sections. Beach ends are intermediate sections that have been modified to allow vehicles and container handlers to drive onto and off of a beached causeway ferry. Fifteen beach ends are in MPSRON 2 and 16 each in MPSRON 1 and 3, respectively. Ten intermediate sections are in MPSRON 2 and eight each in MPSRON 1 and 3, respectively.

Capacity	100 tons
Length	90 feet
Beam	21 feet
Draft, loaded	4 feet

E.5.3 Causeway Ferry. Causeway ferries are assemblages of various numbers of CSNPs and CSPs configured for a ship-to-shore movement. Spoken of as "3 + 1" or "1 + 1," this describes the ratio of CSNPs to CSPs. Causeway ferries are the principal equipment and supply movers in the STS movement of an in-stream offload.

E.5.4 Side-Loadable Warping Tug. The SLWT is a CSP to which has been added an A-frame and a winch. SLWTs are primarily assist craft for causeway ferries and are not available for cargo movement because of their added equipment. There is one SLWT on each MPS ship.

Length	90 feet
Beam	21 feet
Range (full power)	70 nm
Draft	2.8 feet aft
Maximum speed	7 knots

E.5.5 Landing Craft, Mechanized (LCM-8). Two are provided on each ship for the discharge of vehicles, the emplacement of fender systems alongside the MPS ships, and the transfer of personnel.

Capacity	75 tons
Length	74 feet
Beam	21 feet
Range (full power)	190 nm

Draft, loaded	3.8 feet fwd 5.2 feet aft	Range (full power)	250 nm (land) 40 nm (water)
Maximum speed, light	12 knots	Displacement light	19,000 lb
Full load	9 knots	Maximum speed	30 mph (land) 9 knots (water)

E.5.6 Lighter, Amphibious Resupply, Cargo (LARC V). Four are provided onboard two ships within each MPSRON to assist in surf zone salvage as part of beach party teams.

Capacity	5 tons
Length	25 feet
Beam	10 feet

E.5.7 Roll-On/Roll-Off Discharge Facility. Consists of six CSNPs joined together into a platform of three wide and two long. A self-sustaining RO/RO ship can position its ramp on this platform to permit vehicles to be driven off the ship and onto a causeway ferry.

APPENDIX F

Automated Information System Support

F.1 MAGTF II/LOGISTICS AUTOMATED INCORPORATION SYSTEM

The MAGTF II/LOG AIS is a family of microcomputer-based, mutually supporting systems that provide commanders with the tools necessary to conduct both deliberate and time sensitive force and/or sustainment planning and execution. MAGTF II/LOG AIS is designed for full interoperability between systems and produces data that is fully compatible with JOPES.

MAGTF II provides all information necessary to:

1. Allow the MAGTF commander to develop force and sustainment deployment requirements and provide those requirements to MSC commanders for detailed sourcing and refinement.
2. Export force deployment requirements to MDSS II for detailed sourcing and refinement at the unit level.
3. Consolidate MDSS II inputs into MAGTF II data for export into JOPES.
4. Allow the rapid sharing of detailed deployment information between planners, operators, and logisticians.
5. Allow planners to estimate strategic air and sealift requirements.

F.1.1 MAGTF Deployment Support System II.

MDSS II is a microcomputer-based operational personnel logistics planning and execution system that allows commanders at the battalion and separate company level to develop and maintain a unit level deployment data base tailored for specific missions.

MDSS II is the hub of the MAGTF II/LOG AIS family of systems and the information contained in the data base is used to interface other systems within, and external to, the MAGTF II/LOG AIS system. MDSS II interfaces with CAEMS, CALM, LFADS, ATS/AMMOLOGS, TCAIMS, and File 85.

MDSS II features built-in reference files such as the table of organization and the EAF. It produces the unit's embarkation data base including both personnel and equipment. For MPF operations, MDSS II imports data from File 85 to build the initial equipment data base. MDSS II allows the MAGTF commander to:

1. Preassign prepositioned equipment to specific units.
2. Develop and tailor, for future use, equipment data bases for all MPF ships.
3. Retrieve information for reports and/or export to other systems.
4. Tailor the MAGTFs, and their subordinate elements, OPLAN specific force modules and associated embarkation plans.
5. Utilize LOGMARS bar coding features.
 - a. LOGMARS technology incorporated into MDSS II provides the following capabilities:
 - (1) Ability to create bar code labels and rapidly associate the box, vehicle, pallet, and container contents using bar code scanners.
 - (2) Ability to update the unit MDSS II data base by downloading the data from the LOGMARS data collection devices or transmitting the data via wireless modem, thereby providing near real-time information.
 - (3) During MPF offload operations, the LOGMARS function of MDSS II allows the unit to track containers and equipment from ship to shore with near real-time updates through the use of wireless modems.

Additionally, MDSS II provides unit level embarkation data to CAEMS and CALMS for load planning, unit level equipment data to LFADS for creation of supply records, and unit level movement data to TC AIMS for

determining transportation requirements from the origin to the POE and POD to destination.

MDSS II contains a reports generator that queries the equipment data base and produces reports such as the UER and the IFAR.

In combination with CAEMS, MDSS II replaces the MDSS, the SEMS, and the SLPS.

F.1.2 Computer Aided Embarkation Management System. Embarkation personnel are assisted by CAEMS, an integrated data base/graphics system designed to assist in the preparation of amphibious and commercial ship load plans (including MPSSs) and associated reports.

CAEMS products are:

1. Ship's cargo manifest
2. Dangerous cargo manifest
3. Trim, stability, and stress report
4. "As loaded" deck diagrams.

CAEMS receives information from MDSS II and builds the embarkation plan to include "as loaded" deck diagrams. After loading is complete, CAEMS updates File 85, and a copy of the CAEMS data showing how the MPS is actually loaded is available to the FMF.

F.1.3 Landing Force Asset Distribution System. LFADS is a microcomputer-based supply and equipment management system for the deployed organization.

LFADS performs the following functions:

1. Creates supply records and allows for requisition, receipt, storage, and issue of supplies to provide maximum support to the MAGTF during deployments.
2. Provides for accountability, warehousing, and distribution of MPF assets.
3. Tracks on-hand assets replenishment status giving an accurate logistics posture as the operation evolves.

LFADS is designed to receive accountability records for MPE/S from MDSS II. The LFADS data base is loaded from the MDSS II data base during the offload.

F.1.4 Transportation Coordinators' Automated Information for Movement System. TCAIMS is a microcomputer data base program that allows transportation personnel to provide accurate and timely movement data to the Defense Transportation System. TCAIMS provides the MAGTF commander with an automated capability to plan, coordinate, manage, and execute movements from the air and sea POE and from the POD to the final destination. TCAIMS allows transportation planners to manage the requests, taskings, and assets associated with daily transportation operations at all levels of command via MDSS II.

F.1.5 Computer Assisted Load Manifest. CALM is an Air Force designed and maintained automated system for producing AMC approved aircraft load plans for common troop and equipment carrying military aircraft. CALM updates MAGTF II, MDSS II, and JOPES with actual aircraft load plans.

F.1.6 MPF and Supported Activity Supply System Interface. SASSY is the supply system for the FMF and is used at the MMC site to order, receipt, and track storage of supplies and equipment for the MPF. All assets and supplies are credited to a ship's account. A consolidated memorandum receipt is used by the MCMC to account for allowance type items on each ship. When the MPF is deployed, and an offload is scheduled, a transfer of custody is required between the MCMC and the new RO (a representative of the MAGTF commander). With proper data entry, MDSS II will capture what is offloaded from the MPS and transfer the data to the LFADS data base for the unit's supply accountability. Once the offload is complete, supply support is provided by LFADS and SASSY. The systems are applicable during all phases of MPF operations.

F.1.7 MPF and Marine Corps Integrated Maintenance Management System Interface. MIMMS is the maintenance management system for the Marine Corps that provides essential maintenance management information to all levels of command. A microcomputer version of MIMMS is used to batch transactions for processing by a mainframe version of MIMMS. MIMMS is used at the MMC site to track the maintenance of vehicles and equipment in the maintenance cycle as well as aboard ships. It interfaces with SASSY by generating transactions to order parts. EROs opened on MPE are entered into MIMMS to track equipment maintenance and equipment maintenance history, filed and maintained as required by orders and SOPs. MPEs inducted into any maintenance programs should be repaired and maintained in accordance with appropriate technical manuals and Marine Corps Orders.

F.1.8 MPF Automated Information Systems

F.1.8.1 File 85. File 85 is the prepositioning data base resident on the mainframe computer at MARCORLOGBASES.

File 85 is a repository of information that contains all assets for both the maritime prepositioning program and geoprepositioning program. During normal MMC operations, all supplies and equipment loaded aboard a ship during the maintenance cycle are recorded and entered into File 85 via automated interface or manual data entry.

Reports produced from the File 85 data base are: the MMC update report, the TAM summary for each ship, and the ship's listing for each ship. There are also interactive inquiries available to interrogate the file. Selected data fields from File 85 are extracted for automated download into the MDSS II which builds the initial MPF equipment data base.

F.1.8.2 Ammunition Tracking System. ATS/AMMOLOGS is a microcomputer system that tracks Class V stocks during the MMC and the ammunition loaded aboard MPS ships. An automated interface between ATS and MDSS II is currently under development.

Data such as DODIC/NALC, lot number, serial number, maintenance due date, condition code, weight, cube, quantity, and container number, are entered into ATS as containers are packed.

Data on number, size, weight, and sensitivity of containers from the ATS diskettes are loaded manually into the SLPS to plan the placement of the containers on the MPS. Detailed data from the ATS diskettes are loaded into File 85 through an automated interface.

F.1.8.3 Ships Load Planning System. SLPS is used to plan ships loads for an MPS. SLPS produces the Ships Cargo Manifest; the Dangerous Cargo Manifest; the Trim, Stability, and Stress Report; the Staging Sequence Report; the Prestowage diagrams; and the As Loaded Deck Diagrams.

SLPS is run on a microcomputer at the MMC site. The CAEMS, along with MDSS II, will replace SLPS.

F.1.8.4 Medical Logistics System. MEDLOGS is used to account and manage Class VIII medical and dental assets. MEDLOGS tracks items from receipt to issue or disposal. Information from MEDLOGS is manually entered into File 85.

The capabilities of MEDLOGS include requisitioning assets from outside sources of supply, recording of receipts, assembly of AMALs and ADAL, and maintenance of medically unique quality control data such as lot number, manufacture date, and expiration date.

MEDLOGS are AMALs/ADALs packing and container reports, and additional reports on individual AMALs/ADALs including excess assets, substitute assets, logistical attainment percentages, and sustainability factors.

F.1.9 MPF-Related Reports

F.1.9.1 Unit Equipment Report. The UER is a locally prepared report similar to a table of equipment that is used as a planning tool. It lists MPF equipment totals by unit/detachment.

F.1.9.2 Item Frequency Analysis Report. The IFAR is a locally prepared report that describes by TAMCN and MSE the total distribution of equipment onboard an MPS.

F.1.10 Related Information

F.1.10.1 Aviation Ground Support Equipment. AGSE data and naval support equipment data is manually entered into the SLPS and File 85.

F.1.10.2 Deployed Mainframe Support. Large MPF operations require in-theater mainframe computing capabilities be deployed to support the MAGTF.

F.1.10.3 Automated Information System. AIS associated with MPF operations requires:

1. Predeployment AIS training be accomplished by supervisory and clerical personnel working in the G/S sections responsible for MPF operations.
2. The periodic update and maintenance of AIS files associated with MPF operations and MPE/S.

APPENDIX G

Host Nation Support

G.1 GENERAL

Although logistics support is considered a national responsibility, participation in allied operations requires an examination of logistics support provided by host countries in view of transportation and other constraints. Greater use of HNS during exercises ensures development of support procedures to include:

1. Procedures to request logistics assistance from allies
2. Development of HNS facilities/plans
3. Reimbursement/replacement procedures
4. Better understanding of interoperability capabilities.

G.2 DEFINITIONS

G.2.1 Host Nation Support (Joint Pub 1-02).

Civil and/or military assistance rendered by a nation to foreign forces within its territory during peacetime, times of crisis/emergency, or war based upon agreements mutually concluded between nations.

G.2.2 Host Nation Support Agreement. An agreement, between visiting forces and a host nation, which contains support requirements to be rendered by the host nation and the method of repayment or replacement as required.

G.3 STANDARDIZATION

Standardization enhances the ability of forces to use HNS. The current editions of Navy and Marine Corps directives 5711 series provide standardization policy and establish procedures to review and implement international standardization agreements.

G.4 APPLICABILITY

HNS may be used:

1. To provide a service or function not available through service channels.
2. To provide support that is unique to a country (e.g., hose couplings, rail tiedowns, etc.).
3. To provide support that is available via service channels but, because of lift or other constraints, is not readily deployable.

G.5 DEVELOPMENT OF HNS

The unified CINC is responsible to represent the U.S. in HNS negotiations, but may delegate authority to develop and negotiate HNSAs to joint or uniservice teams. These teams represent the forces to receive HNS and may come from those forces (e.g., SLRP members).

HNS is usually developed by service teams in the following sequence (may be abbreviated by circumstances):

1. Identification of requirements, set forth in a statement of requirements by the requesting agency (i.e., nation, unified or specified CINC, or force).
2. Statement of supportability by host nation.
3. Negotiation of agreement.
4. Finalization of HNSA.

Early in the planning sequence, requirements must be identified with special attention to those peculiar to the nature of the operation and the area of operations.

Officers aware of total force requirements for host nation support should conduct advance liaison with the host country. Specific tasks of advance liaison officers include:

1. Identification of requirements.
2. Negotiation of requirements with host nation representatives.

G.6 PROCEDURES

The following is an example for Marine forces in the United States European Command area of authority. Modification is appropriate to accommodate any area of unified command jurisdiction.

G.6.1 CINCUSNAVEUR On Behalf Of CINCUSEUR. Coordinate all HNS between visiting U.S. naval forces and allied nations.

G.6.2 COMMARFOR (LANT/PAC) or MEF Headquarters. Coordinate all HNS rendered by allied nations to FMF units.

G.6.3 Headquarters FMFEUR (Designate). Act as the COMMARFOR (LANT/PAC) executive agent for HNS in the European theater. Functions should include, but are not limited to the following:

1. Negotiate HNSA for MEF units based on specific tasks of COMMARFOR (LANT/PAC).
2. Sign HNS agreements as MEF representative.
3. Monitor HNS during exercises.
4. Act as the Marine Corps' point of contact for all unpaid bills involving HNS provided to MEF units as indicated below:

a. Bills certified by designated unit representatives prior to departure from host country.

b. Residual bills not certified by designated unit representatives prior to departure from host nation. These bills should be checked for adequacy of documentation, and subsequently forwarded to higher authority for processing in accordance with current directives.

5. Negotiate ISSAs with U.S. Forces Europe, as applicable, for support of MEF commands.

6. Act as contract agent for MEF commands.

G.6.4 MEF Exercise/Operational Forces

1. Identify requirements.
2. Negotiate HNSAs in conjunction with Headquarters, FMFEUR (designate).
3. Identify support that requires contracts other than HNSA.
4. Designate unit purchasing officers.
5. Prior to departure from host nation, verify bills for services rendered prior to forwarding to Headquarters, FMFEUR (designate).

APPENDIX H

Security

H.1 GENERAL

Security is defined in Joint Pub 1-02 as those "measures taken by a military unit, an activity or installation to protect itself against all acts designed to, or which may, impair its effectiveness." Defense is not defined in Joint Pub 1-02, however, it is possible to project that defense includes the same measures as above but that are done to protect another unit or done collectively for mutual protection. For the purposes of this publication, security will refer to those measures, passive and active, necessary to protect the force from destruction, disruption of operations, sabotage, or unauthorized intrusion, by enemy forces, terrorists, or other persons.

MPF security measures are consistent with established amphibious doctrine and may be supplemented, if assets are available, with defensive mining, MIUW forces, and NSW teams.

Security planning for MPF operations is based on the assumption of a secure AAA. However, the MPSRON may have to transit potentially hostile areas during passage to the AAA. During augmentation MPF operations (any operation other than an independent operation), security for the MPF is integrated into the overall AOA defense concepts developed by CATF and CLF, or the MARFOR commander if not an amphibious operation.

Threats to MPF security, MPF vulnerability, and potential reaction of MPF varies significantly during each phase of an MPF operation. Changing factors create a need for constant vigilance and evaluation of security measures. The following list of potential threats to an MPF was developed by security planners, and is provided to assist planning, but is not a comprehensive guide to all potential threats.

1. Sabotage — An explosive device smuggled onto an MPS with equipment and supplies prior to embarkation, or in conjunction with various port visits.

2. Light manned aircraft — Assessed as greatest threat to MPS. The range of aircraft, their ability to elude ship radars, and the assumption MPSs may be

without escorts is the basis to identify this threat as constant throughout the MPF cycle.

3. Swimmers — Placement of limpet mines on the hulls of MPSs by swimmers is greatest during phases when the MPSRON is not underway.

4. Small surface craft — Small craft are potential weapons platforms for small arms, light automatic weapons, and hand-held missiles with potential to cause considerable damage to an MPS. This is the second greatest threat after light aircraft.

5. Boarders — Unauthorized personnel boarding an MPS from a small craft when the MPS is moving or in port.

6. Man portable missiles — May be fired from small craft and from advantageous positions throughout a port area.

7. Mines — Mines in deep, shallow, very shallow, or surf zones are a likely threat to an MPF.

8. Other Missiles — Nonman portable missiles (e.g., Exocet) fired from various platforms are potential threats possessed by many third world countries. Many other missiles fall into this category, including SCUD and FROG.

9. Submarines — Several third world countries possess diesel submarines, and are a potential threat to an MPF.

10. Car Bombs — Car bombs are a potential threat during a pier side offload.

11. Harassment — Harassment refers to organizations or individuals who have the capability to slow an MPS' entry to a port and intentionally disrupt the offload process.

CMPF, or in the absence of a designated CMPF the OTC, is responsible for all aspects of MPF security. If security requirements exceed organic MPF capabilities,

the numbered fleet commander has assets that CMPF may request for the duration of the MPF operation.

The key to provision of security for the MPF is anticipation of requirements and appropriate early planning.

H.2 MPS INTERNAL SECURITY

Provision of internal security for MPSs responding to a contingency must be planned as the norm rather than the exception. All plans and SOPs must accommodate this requirement.

CMPSRON is responsible to establish the internal security requirements for each MPS within the squadron. Plans and SOPs should include a baseline requirement, however, marginal variances may be levied because of situation requirements.

MPF MAGTF personnel assigned to the OPP have assigned tasks they must accomplish before the MPSs arrive at the AAA. These tasks must be completed if the arrival and assembly operation is to be completed successfully. OPP personnel should be tasked to reinforce MPS security only in an emergency.

H.3 SUPPLEMENTAL PROTECTIVE MEASURES

Supplemental protective measures may be added to enhance MPF security. These can include the following.

H.3.1 Inshore Undersea Warfare Forces

H.3.1.1 Mission. The mission of IUW forces is to detect, localize, and report surface and subsurface activity where the shallow water environment precludes the effective use of deep water assets. An organic command, control, and communications capability allows IUW forces to interact with the MPF and/or warfare commanders. When conducting security operations in the AAA, IUW may be under the OPCON of CMPF or tasked by the OTC to provide support to CMPF. Mission assignments in the AAA are initiated through the FSOC (see paragraph H.7). The purpose of IUW forces is to:

1. Provide surface and subsurface surveillance in AAAs, harbors, approaches, and roadsteads.
2. Detect, identify, and track high-speed surface craft and hostile submarines.
3. Collect and disseminate visual, acoustic, and electromagnetic intelligence data.

4. Support surface or airborne mine countermeasure operations.

5. Provide command, control, and communication assets to tactical commander.

6. Provide navigation data to afloat units.

7. Control ship movements within harbors/anchorages.

H.3.1.2 Forces. IUW forces are deployed by air, land, or sea means. These forces are organized into tactical elements with an IUW group providing the operational control for IUW units. IUW forces can interface with national or NATO tactical forces to identify, localize, and neutralize hostile contacts by employing high-speed surface craft or tactical aircraft in offensive roles.

H.3.1.3 Capabilities. IUW units operate afloat or ashore from a self-contained equipment shelter with the following capabilities:

1. Surface search radar with a 24-nm range
2. Passive acoustic detection using sonobuoys
3. Satellite, voice, and teletype encrypted/communications.

H.3.2 Naval Special Warfare Teams. NSW teams are tasked to provide an operational response when the crisis response requirements have exceeded/surpassed the abilities of planned MPF security forces. NSW team taskings normally originate from the supported CINC via CINCSOC. When conducting security operations in the AAA, NSW may be under the OPCON of CMPF or tasked by the OTC to provide support to CMPF. Mission assignments in the AAA are initiated through the FSOC (see paragraph H.7).

H.4 MPF SECURITY DURING THE PLANNING PHASE

Planning and implementation of security considerations begins on receipt of an MPF initiating directive. Existing local security procedures are utilized to the maximum extent possible.

Communications and intelligence security should receive special consideration during the planning phase of MPF operations. Task organized elements with security responsibilities should possess secure HF and VHF voice communications capability prior to embarkation.

Early in the planning phase, control measures and their relationship to the security of the MPF are determined. Control measures are ultimately the responsibility of the supported unified commander, but are coordinated by the numbered fleet commander or CMPF. Measures required to specify security responsibilities are:

1. Air space control
2. Sea security areas/ports to include requirements for patrol craft and personnel as part of the FIE
3. Emergency defense of the MPF
4. Rules of engagement
5. Area air defense.

Specific responsibilities related to security during the planning phase are:

1. Supported unified commander
 - a. Overall security
 - b. Determination of HNS availability.
2. CMPF/OTC
 - a. Develop the overall security plan.
 - b. Request and coordinate with the numbered fleet commander for security support that exceeds the capability of the MPF
 - c. Promulgate the MPF task organization as early as possible in planning phase.
3. MAGTF commander — Is responsible to plan for internal security of MAGTF elements for all phases of the MPF operation. Security plans for all phases must be developed to minimize the unplanned dispersal of MAGTF personnel for security tasks.
4. COMPSRON
 - a. Establish security on MPSRON ships.
 - b. Request, via CMPF, support for security when adequate local security requirements exceed the capability of assets available to COMPSRON.
 - c. Establish a security agreement between ships' masters and CMPF (or other designated Navy

command authority). The security agreement is a defined understanding of what is acceptable or expected action for all MPSRON personnel, to include civilian crew, in case of hostilities.

5. CNSE — Ensure the NSE is prepared with organic weapons capability, and to identify and coordinate those security requirements that exceed the organic security capabilities of the various elements of the NSE. Requests for additional support are directed to CMPF.

H.5 MPF SECURITY DURING MARSHALING AND MOVEMENT PHASES

During marshaling and movement, the MPF is in a potentially vulnerable position. Appropriate forces, dependent on the threat or tactical situation, must be available or provided for security.

Specific security responsibilities related to these phases include the following.

H.5.1 Supporting Unified Commander. Supporting CINCs are responsible to provide security to the MPF while in transit through their AORs.

H.5.2 Supported Unified Commander. Supported CINC is responsible for security of the MPF within the CINC's AOR.

H.5.3 CMPF/OTC. The CMPF/OTC coordinate those air, subsurface, and surface assets required to provide overall security for the MPSRON as it transits from the POE to, and within, the AAA.

The CMPF/OTC also coordinate requirements for external support with supporting CINCs while in transit through their AOR.

H.5.4 MAGTF Commander. The MAGTF commander is responsible to coordinate security of the MAGTF elements with the various installations and organizations supporting the MAGTF until its arrival at the AAA. The SLRP, a MAGTF organization, coordinates with the supported CINC's representative(s) to ensure adequate security forces and HNS forces are available to provide initial security within the AAA. The SLRP OIC, prior to arrival at the AAA, must be familiar with specific security requirements of the MPF FIE.

H.5.5 COMPSRON. The COMPSRON coordinates active and passive security measures aboard MPSs of the MPSRON during transit.

As necessary, the COMPSRON requests additional security support forces from the CMPF.

The COMPSRON also provides the required ship-board training to assigned ship's OPP detachments.

H.5.6 CNSE. The CNSE ensures NSE personnel are prepared to provide for their own security, and to incorporate the NSE into the MAGTF security plan.

H.6 RESPONSIBILITIES FOR SECURITY DURING ARRIVAL AND ASSEMBLY PHASE

Normal arrival at the AAA involves a passage of security responsibility from one organization to another. Circumstances and specific details of this transfer of responsibility may vary, however, the below general guidelines and information should be considered prior to the turnover:

1. Need to publish a particular type of instruction or OPORD concerning security.
2. Allowance of adequate time for detailed coordination and liaison between organizations involved in the relief.
3. Relieving organizations' communications capabilities must be fully operational prior to securing any current security radio net.
4. Development of a turnover plan that ensures no lapses in existing security.

H.6.1 Security Responsibilities. Specific security responsibilities related to this phase include the following.

H.6.1.1 Supported Unified Commander. The supported unified commander has overall security of the area in which the AAA is located and provision of forces necessary to provide that security.

H.6.1.2 CMPF

1. Security of the MPF and supporting forces in the AAA, and to coordinate security measures with those area defensive measures instituted by the supported unified commander.
2. Requests additional security support forces from higher authority, as required, to provide security in depth.
3. Establish an FSOC.

4. Designate a FSO.

5. Designate seaward security officer for duties within FSOC.

H.6.1.3 MAGTF Commander

1. Landward security and augmentation of MPS security as required.
2. Ensures landward security activities are coordinated with any supporting or adjacent commands and HNS security forces.
3. Designates landward security officer for duties within FSOC.

H.6.1.4 COMPSRON. (If present in the AAA; otherwise these responsibilities are assumed by CMPF or designated subordinate.)

1. Responsible for internal security of MPS.
2. Coordinate MPS security with force security officer (see paragraph 7.1)

H.6.1.5 CNSE

1. In coordination with all other security forces, is responsible to provide security for lighterage, causeways, and landing craft.
2. Responsible to the MAGTF commander for local security within the NSE camp in the AAA.
3. Be prepared to augment MPS security forces as required.

H.7 SECURITY ORGANIZATION

H.7.1 Force Security Officer. The FSO is designated by CMPF and is the focal point to coordinate security issues of the MPF during the arrival and assembly phase.

1. Reports to CMPF.
2. Assesses the security situation (seaward and landward), coordinates with forces and agencies in the area, and submits an initial situation report on security to CMPF.
3. Recommends required security force augmentation to CMPF.

4. Develops and forwards to CMPF an overall AAA security plan.
5. When directed, establishes the FSOC.
6. Directs the operations of the FSOC.

H.7.2 Force Security Operations Center

H.7.2.1 Function. The FSOC is the central command and control, communications, and intelligence collection center for AAA security operations. It is through this center that FSO compiles and evaluates information and initiates actions that influence the security of the MPF. Assignments of missions to organic and CMPF designated supporting organizations (e.g., IUW, NSW) in accordance with CMPF's guidance and direction are issued through the FSOC.

H.7.2.2 Composition. The FSOC is composed of personnel temporarily drawn from within the MPF who will return to their parent organizations once MPF operations terminate. The size of the staff will vary depending on the scope of the operation and the complexities of the security tasks.

H.7.2.3 Organization. Sections within the FSOC include:

1. Headquarters/communications
2. Intelligence support
3. Landward security
4. Seaward security.

H.8 SECURITY PLANNING

Because of obvious sensitivities and potential difficulties involved in effecting security of U.S. vessels in a foreign port, MPF personnel must have security training. Additionally, an effective command and control organization must be established. The security plan should include the following:

1. Threat assessment and threat response conditions — Threat response conditions are established and assigned throughout the MPF by the FSOC. Threat conditions are acknowledged by subordinate organizations who report to the FSOC, and are defined as follows:

a. Condition III — WARNING WHITE — Attack possible

- (1) FSOC manned/operational at all times.
- (2) Waterborne/ground/air security forces operational.
- (3) MPS security provided by dedicated security detachments.
- (4) All unauthorized craft are requested to stand clear of MPS(s) and lighterage.
- (5) ROE apply as defined.

b. Condition II — WARNING YELLOW — Attack probable

- (1) FSOC manned/operational at all times.
- (2) Waterborne/ground/air security forces at full alert.
- (3) Reaction forces (if established) are notified and prepared for Condition I status.
- (4) All unauthorized craft that approach MPS(s) and lighterage are intercepted and turned away.
- (5) ROE apply as defined.

c. Condition I — WARNING RED — Attack imminent

- (1) FSOC manned/operational at all times.
- (2) Waterborne/ground/air security forces at full alert.
- (3) Offload ceases.
- (4) Reaction forces deploy.
- (5) ROE apply as defined.

2. Chemical, biological, and radiological counter-measures.
3. ROE/terrorist threat conditions.
4. Geographic/physical conditions.
5. Assets available.
6. Security force structure/movement.
7. Augmentation requirements.

8. Communications plan.

9. HNS.

10. Contingency plan.

11. Alarms — Many of the above conditions necessitate some type of warning alarm. Alarms must be planned in detail and coordinated with the host nation.

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